

Comprehensive Planning

Metropolitan Nashville/Davidson County
Planning Department

for

Cumberland Region Tomorrow

October 23, 2007

What is a COMPREHENSIVE PLAN?

- most **common approach to planning**
- **multiple elements**
- establishes **long-term vision** (15 to 20 years out)
- **directs future development** consistent with that vision
- provides framework to **coordinate planning activities**
- provides **context for local officials making decisions**
 - growth and development in the community
 - providing services and facilities to support development
 - prioritizing investments - more efficient use of public funds
- **informs decisions of any group or individual concerned with growth and development**
 - developers, land trusts, environmental agencies, utility providers, private land owners, etc.

Comprehensive Plan

Issues and
Opportunities

Elements

Implementation

Land
Use

Housing

Transportation

Community
Facilities

Economic
Development

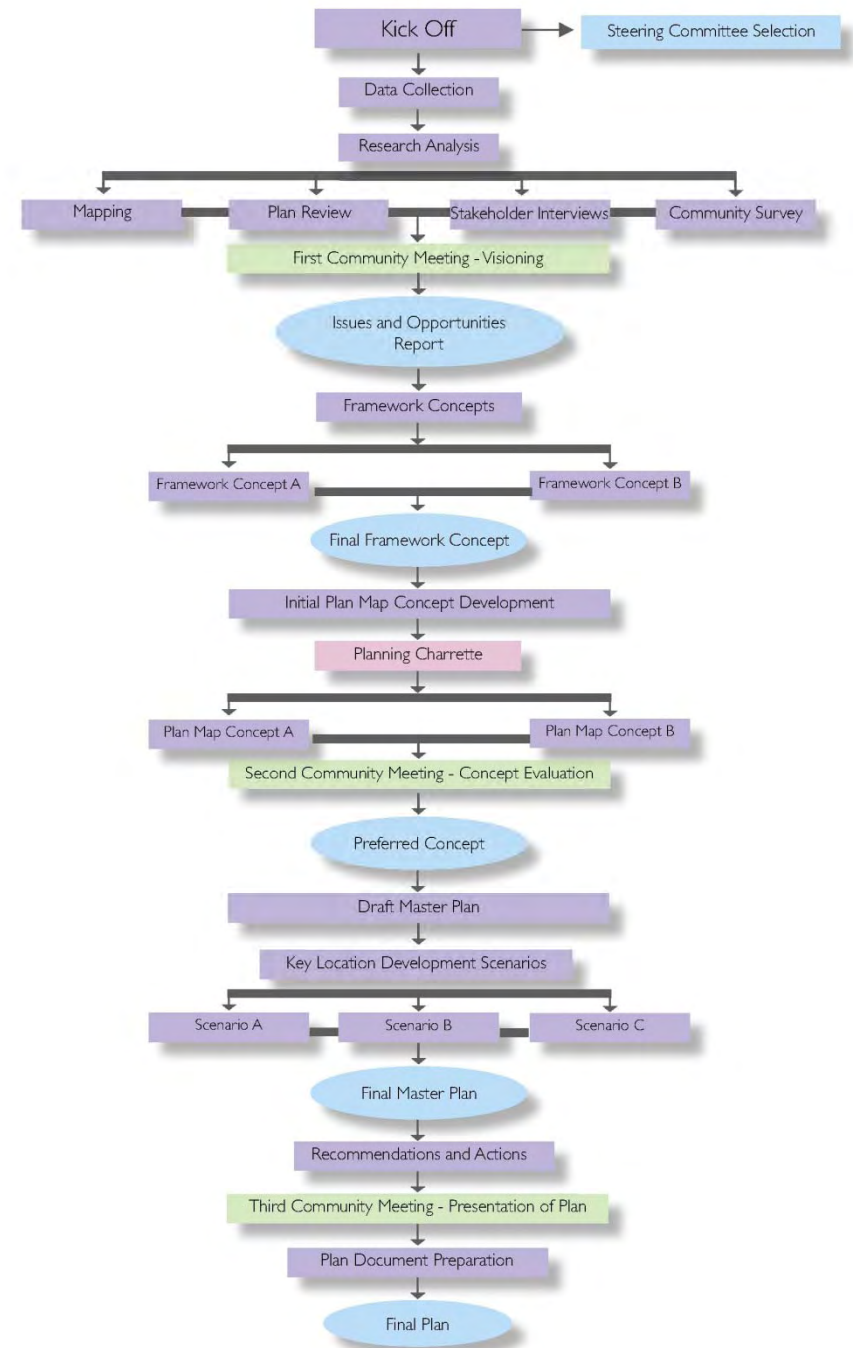
Critical &
Sensitive
Areas

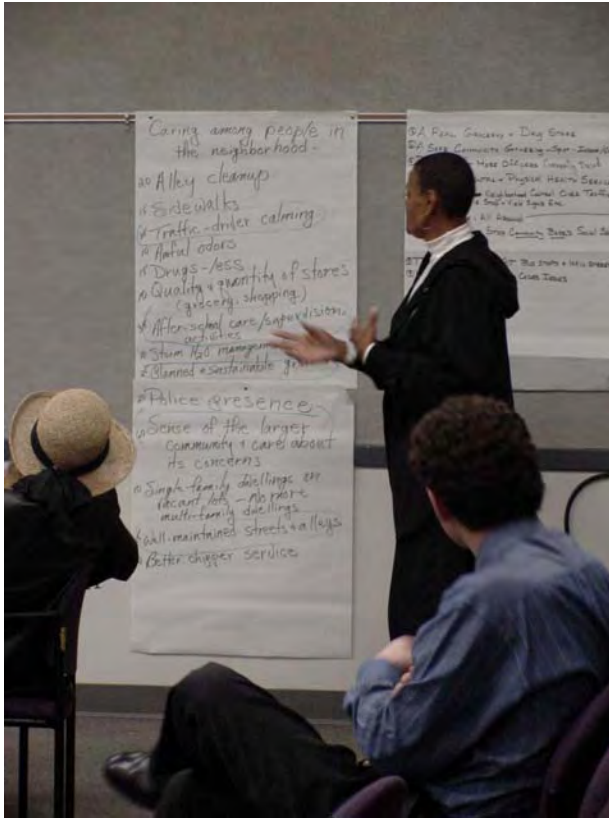
Natural
Hazards

Agricultural
Lands

Optional
Elements

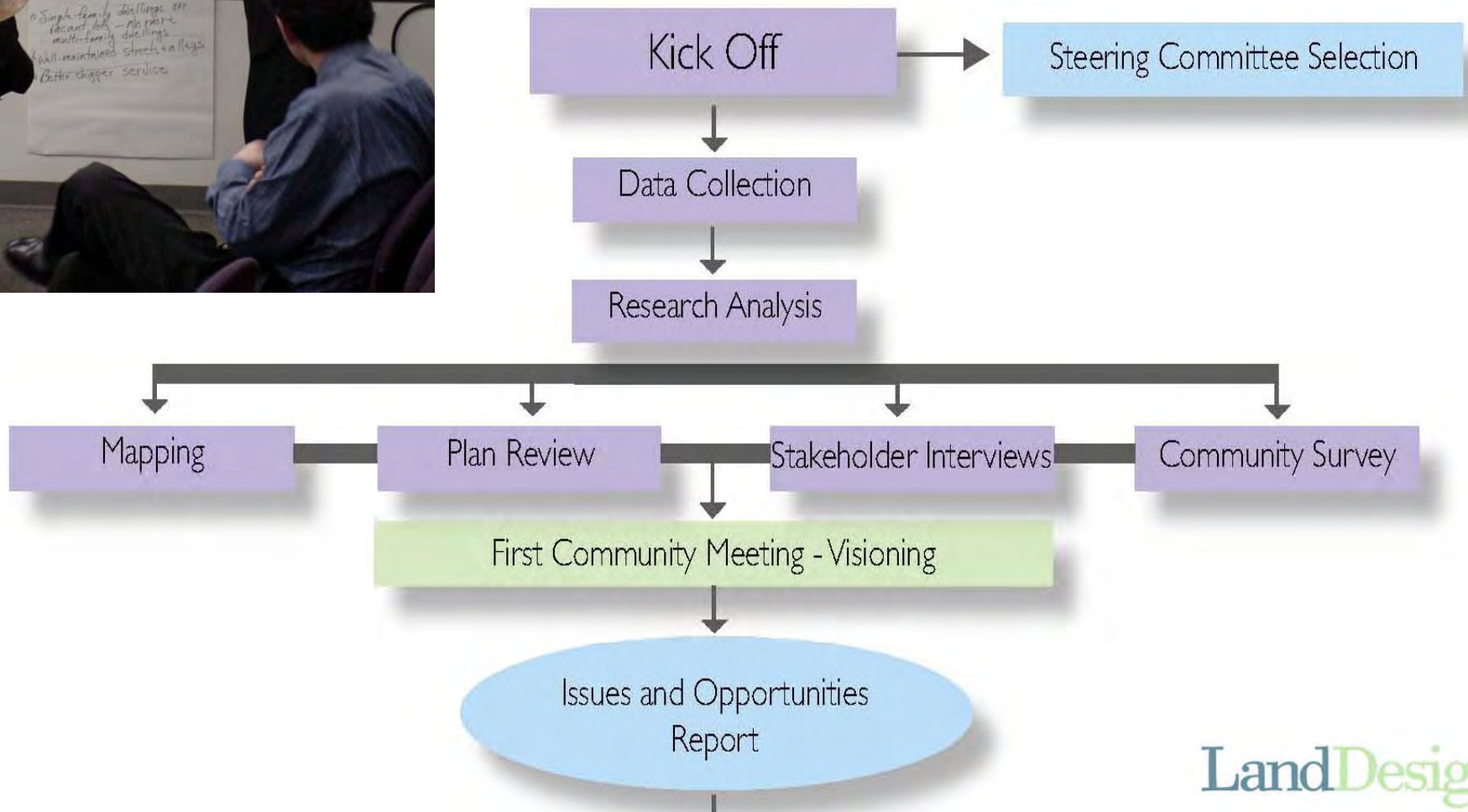
COMPREHENSIVE PLAN PROCESS





COMPREHENSIVE PLAN PROCESS

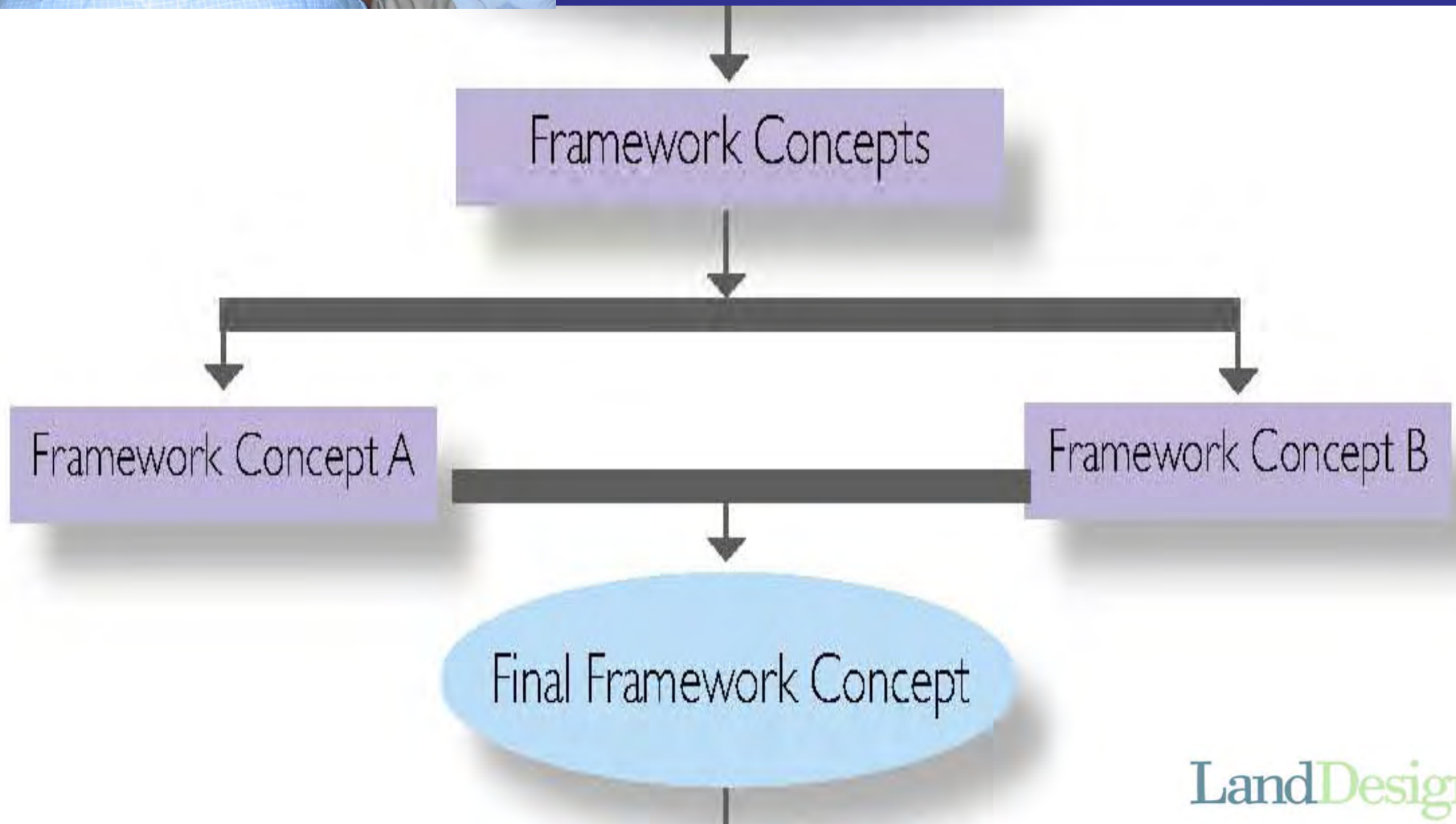
Phase I





COMPREHENSIVE PLAN PROCESS

Phase 2





COMPREHENSIVE PLAN PROCESS

Phase 3

Initial Plan Map Concept Development

Planning Charrette

Plan Map Concept A

Plan Map Concept B

Second Community Meeting - Concept Evaluation

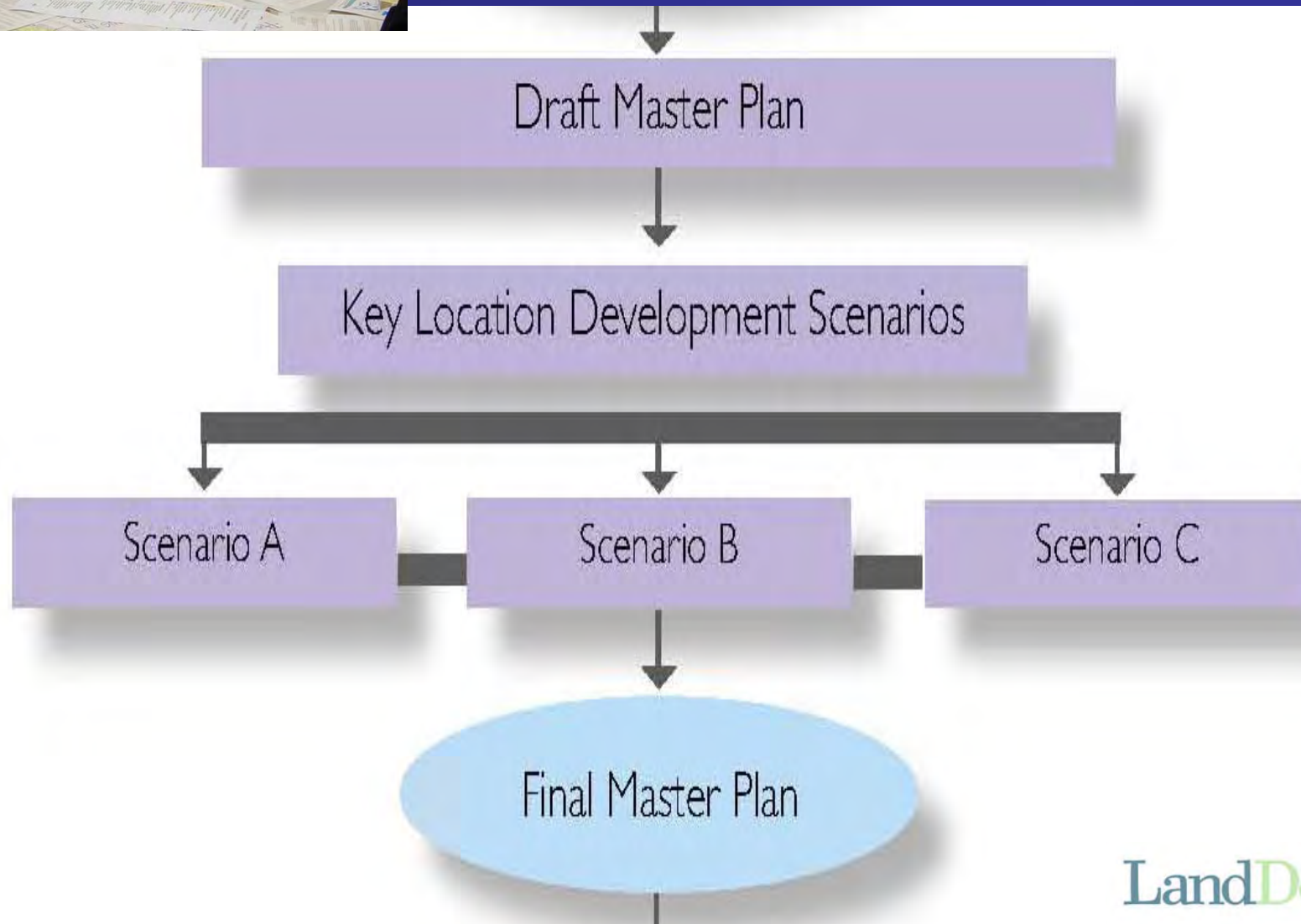
Preferred Concept





COMPREHENSIVE PLAN PROCESS

Phase 4





COMPREHENSIVE PLAN PROCESS

Phase 5

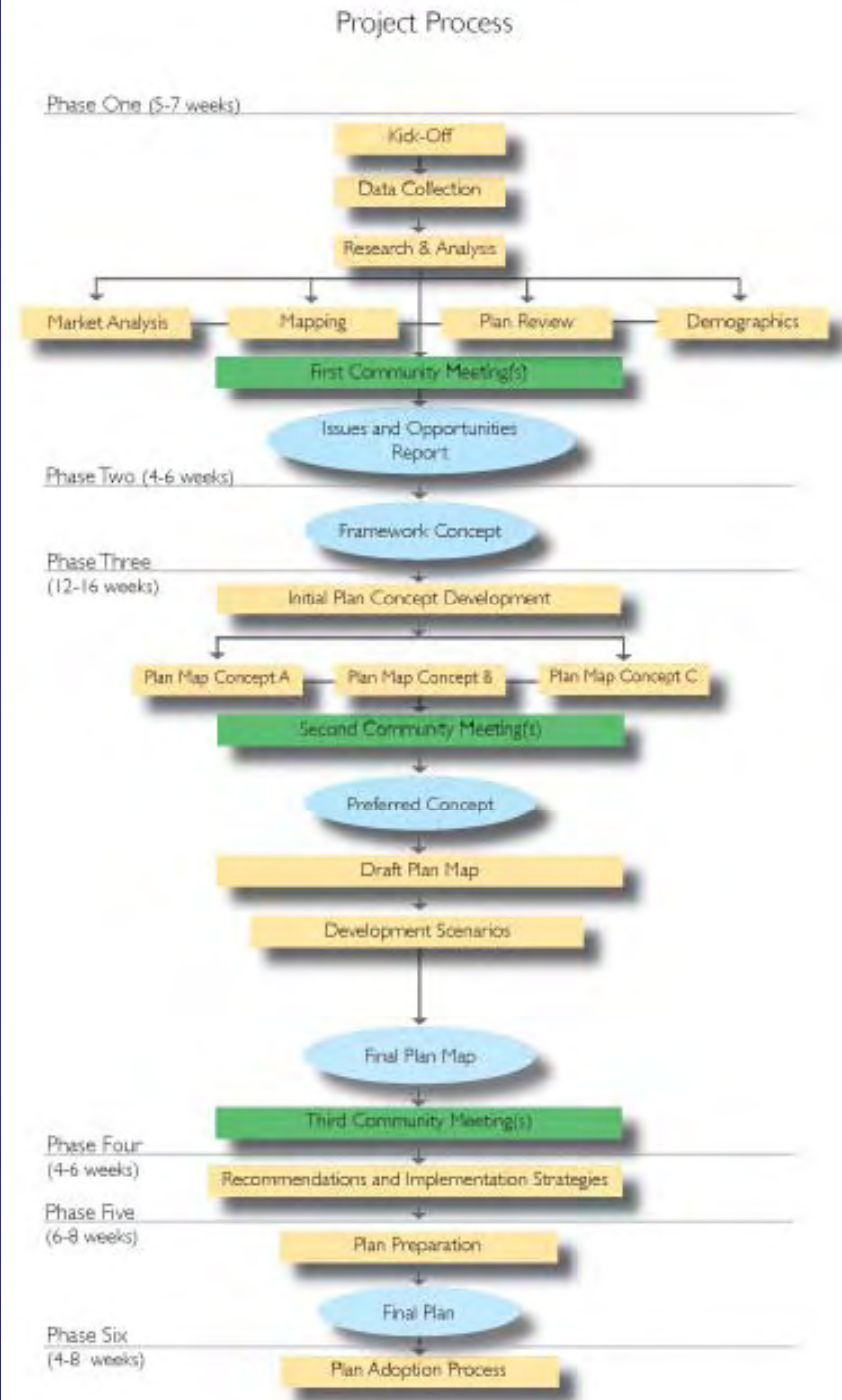
Recommendations and Actions

Third Community Meeting - Presentation of Plan

Plan Document Preparation

Final Plan

COMPREHENSIVE PLAN PROCESS – Timeframe



Estimated Timing



Initial Plan Concept Development

Plan Map Concept A

Plan Map Concept B

Plan Map Concept C

Second Community Meeting(s)

Preferred Concept

Draft Plan Map

Key Development Area Plans

Plan 1

Plan 2

Final Map Plan

Third Community Meeting(s)

Recommendations and Implementation Strategies

Fourth Community Meeting(s)

Plan Preparation

Final Plan

Plan Adoption Process



Successful
community
building
depends on
engaging the
community.



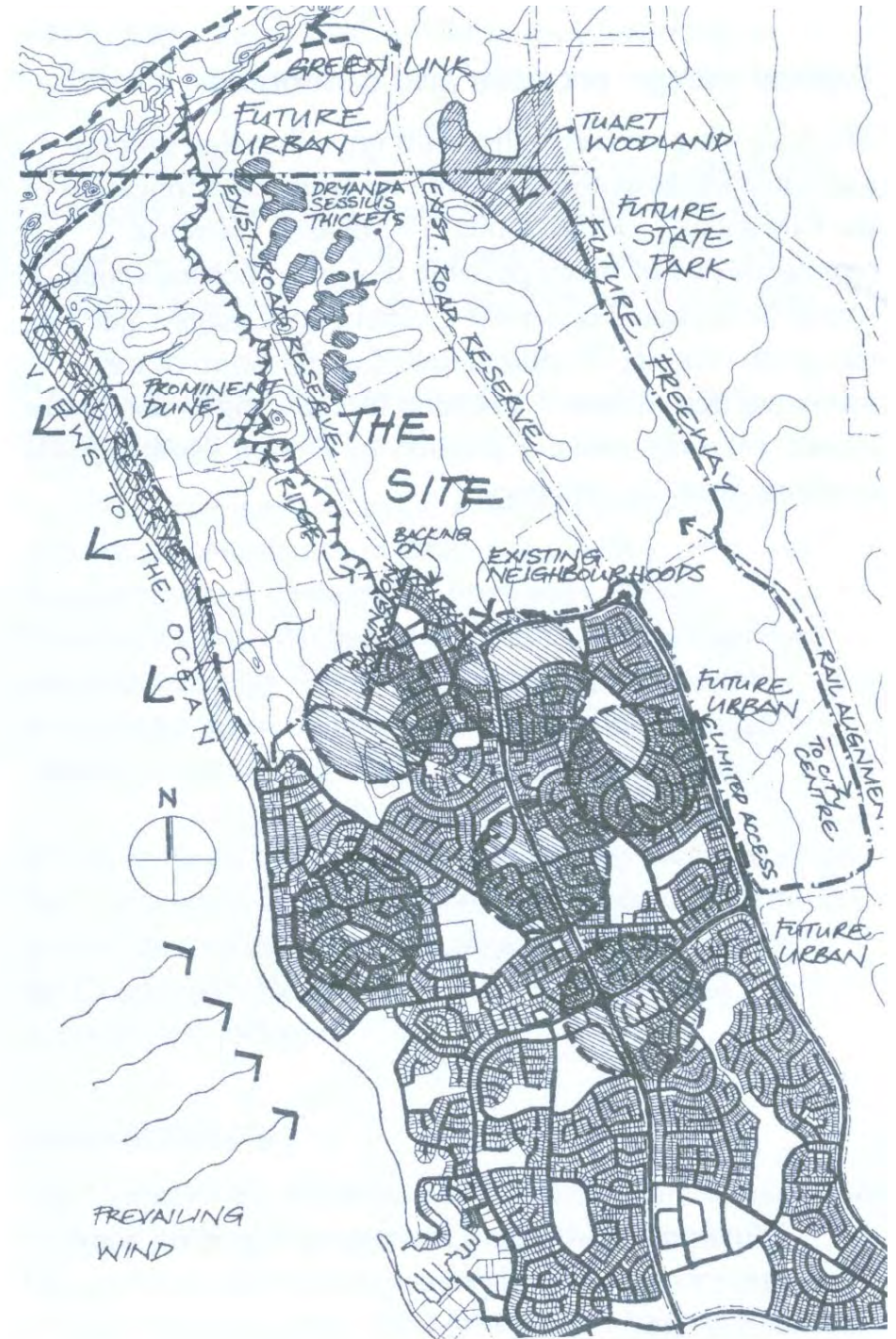
**“Tell me, I forget. Show me, I remember.
Involve me, I understand.”**

Chinese Proverb

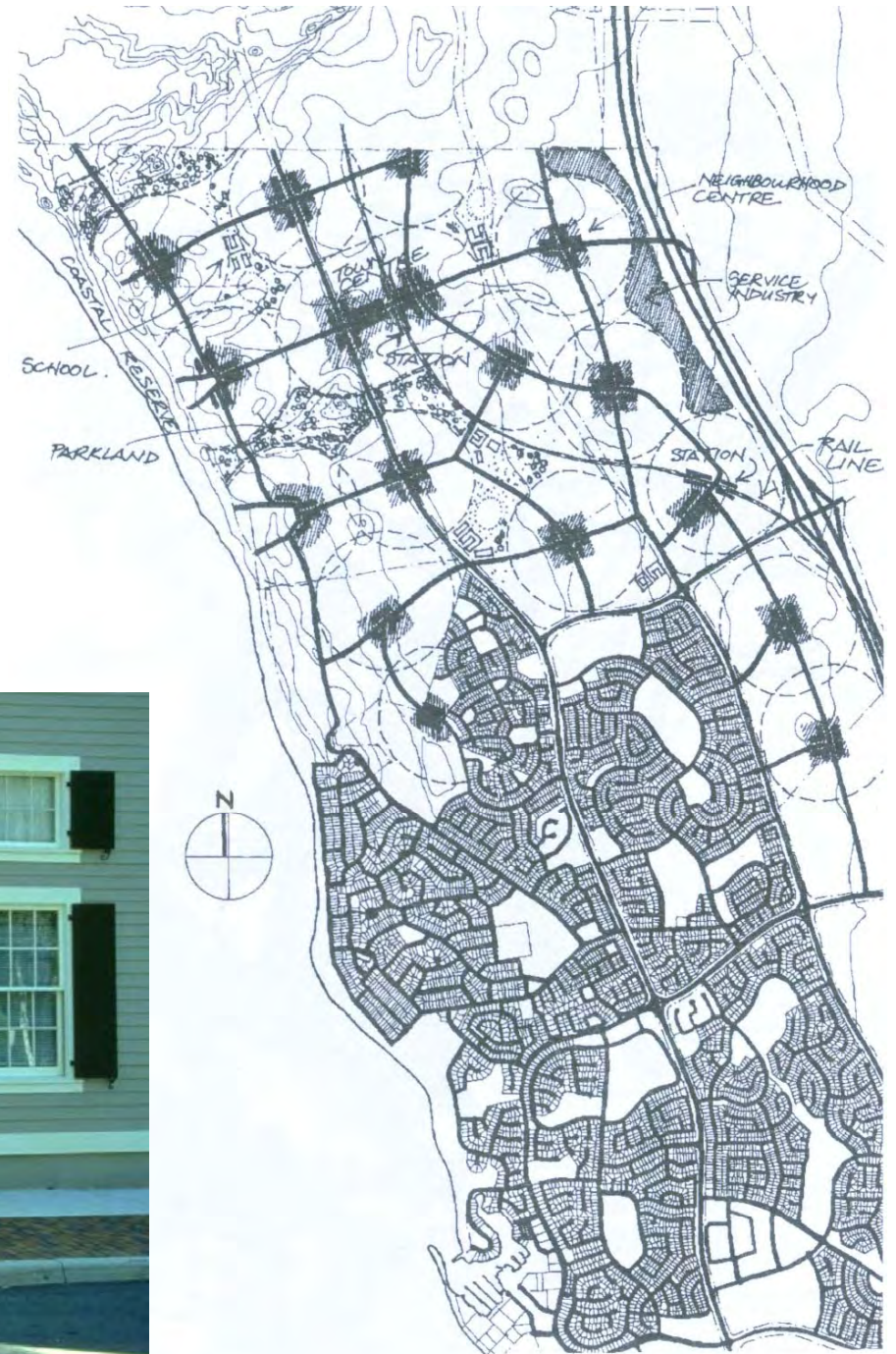
Community Context

How does the community fit into the region?

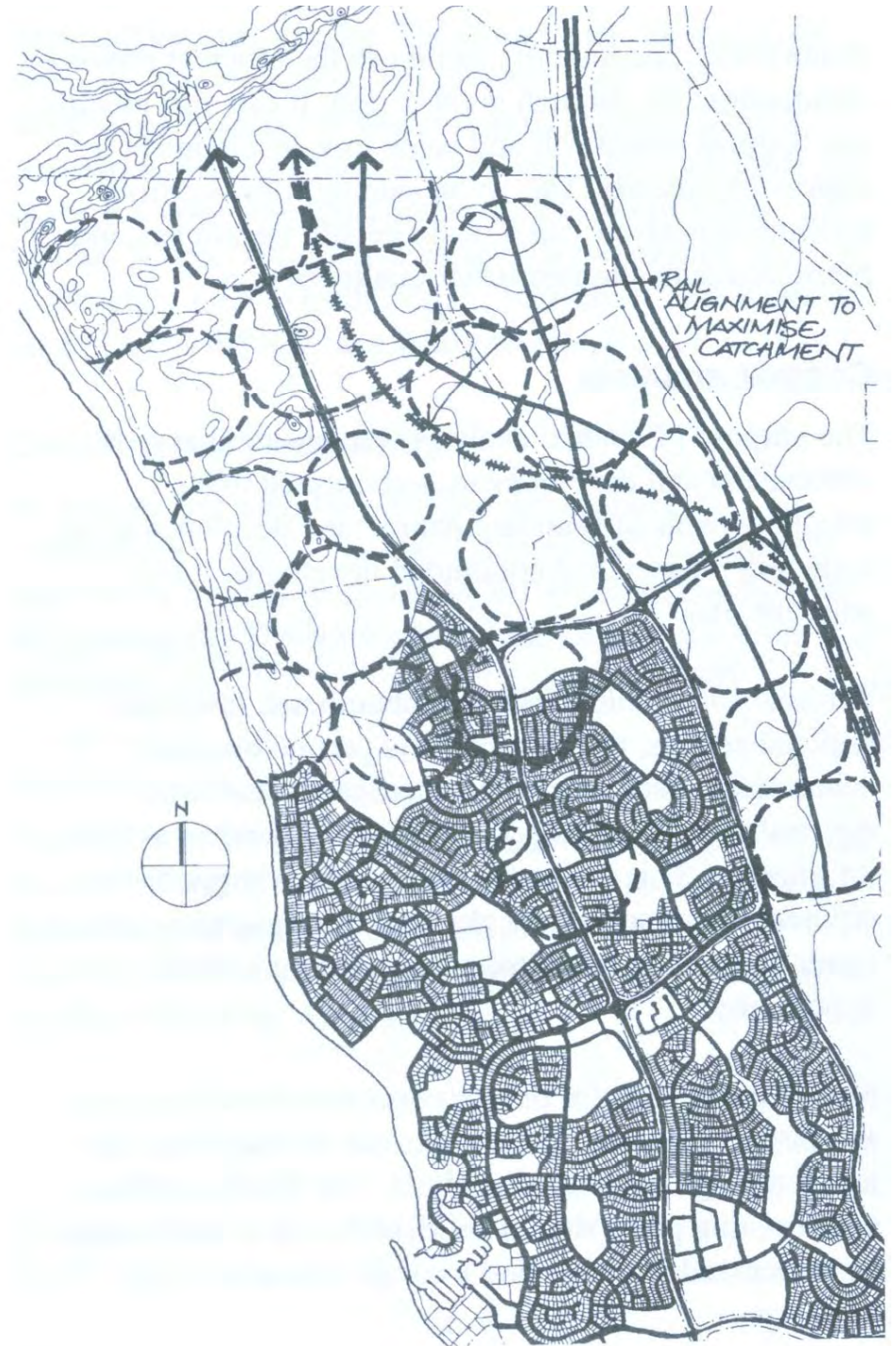
What is the community's role?



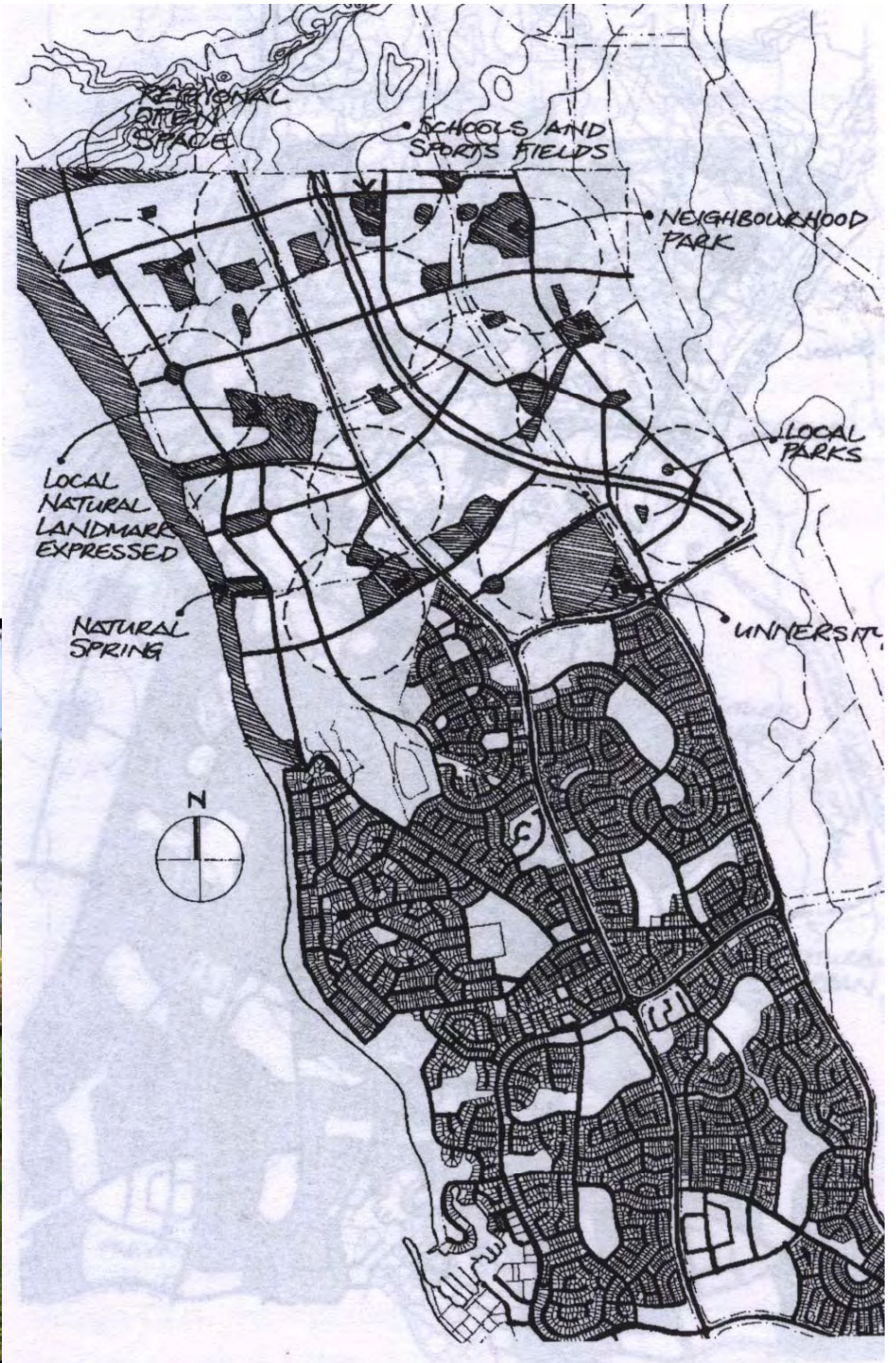
Key Land Use Relationships



Major transportation links and public service facilities

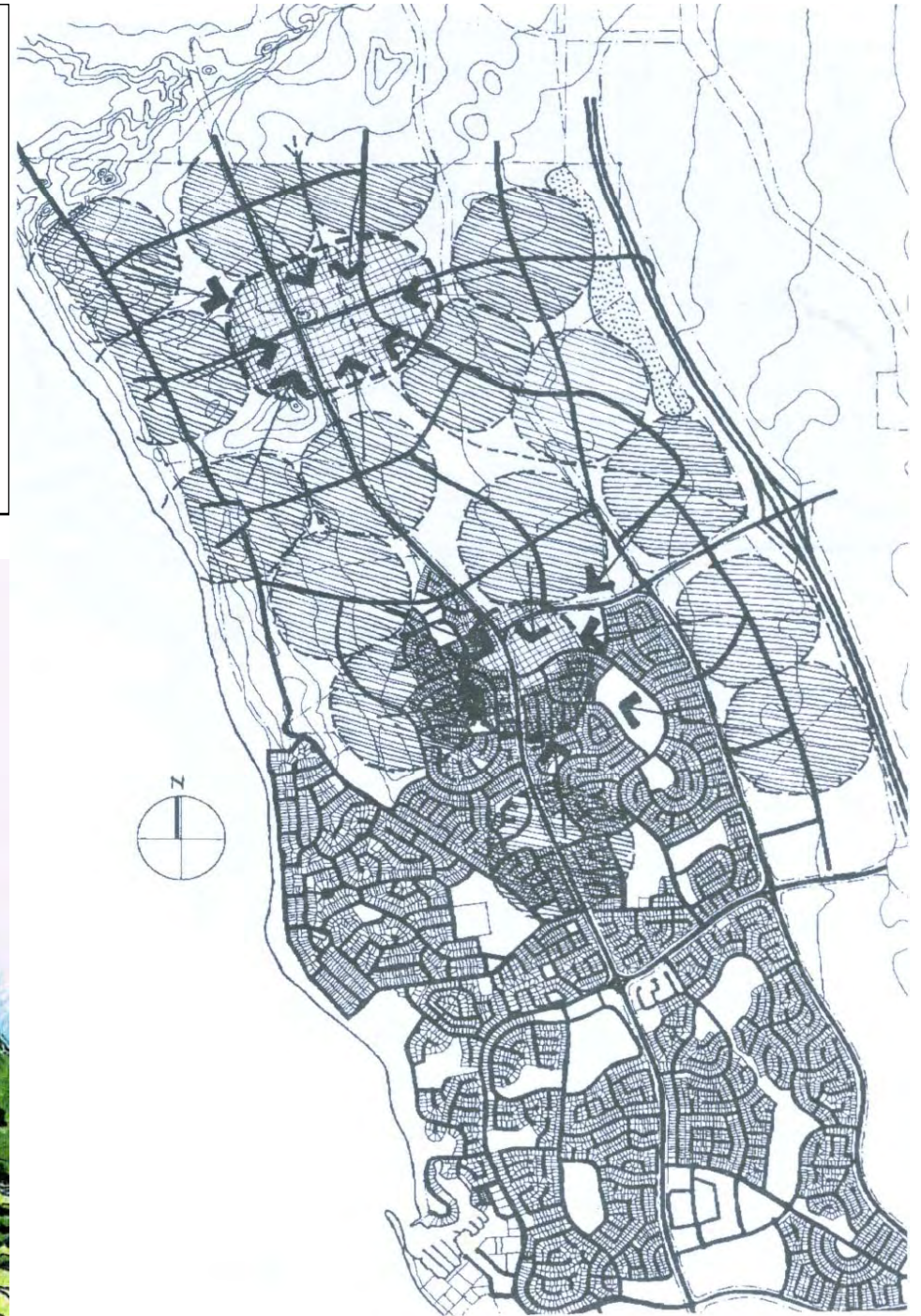
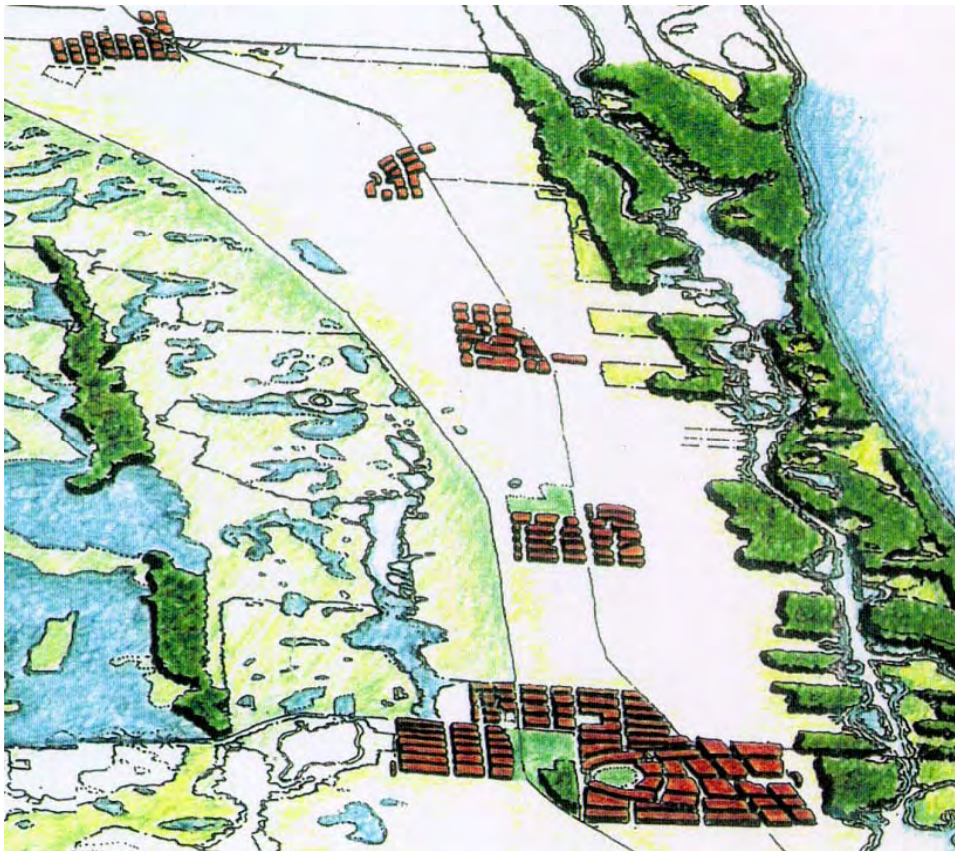


Regional Parks, Open Space Networks, Agricultural Lands





Sustainable Neighborhoods and Centers





above, groups of neighborhoods, shaped by road and open space networks, form the larger community

right, individual neighborhoods respect unique site and location characteristics



What is different about creating a community?

Over the past several decades, while our region has experienced increased economic activity, population growth, and cultural offerings, our daily environments have largely become places without distinguishing character - the battle is ever more about fighting traffic congestion and not about creating valuable places. While it may be difficult to alleviate traffic in a growing region, the Planning Department nonetheless is committed to helping develop places that a wide range of people can enjoy and take pride in living in.

Communities depend on the design of many components that benefit residents and create a unique pride of belonging and ownership:

- Neighborhood locations
- Community Center locations
- Schools
- Connectivity between neighborhoods
- Environmentally sensitive areas
- Regional open space

Nashville's neighborhoods are the backbone of the community. Their appearance, amenities, and function are key to the betterment of the city. Neighborhood planning initiatives seek to create areas with improved connectivity, walkability, and attractiveness in all parts of Nashville.

Instead of isolating uses from one another, planning true neighborhoods places emphasis on creating quality environments that are not left behind for the newest area next door. Accommodating growth for a diverse array of lifestyles, incomes, and needs provides marketable and viable choices that will retain a sense of belonging and identity. An appropriate mix of uses, housing types, and strong design are the backbone of developing livable and sustainable neighborhoods.

This document will serve as a guide for development, design, and improvements in many areas, both established and developing, throughout Metropolitan Nashville.

What makes up a neighborhood?

A neighborhood can be made up of many qualities, amenities, and characteristics. Neighborhoods vary depending on age, geography, and development pattern. But several basic elements work to create many of our neighborhoods in Nashville.

These basic “structure areas” are described at left and in several following pages. The diagram below shows many of these structure areas in their most common and desirable locations within the neighborhood. Although the specific components in these illustrations are not always applicable to all areas, their principles are useful in describing a neighborhood’s overall character.



core

Buildings of 4-6 stories create a dense commercial and mixed-use area. Transit stops, offices, and other commercial uses are also found on these busy corridors.



center

The heart of the neighborhood. Buildings are generally 2-3 stories and may have small commercial and upper floor office or residential space.



general

Single-family attached and detached homes on smaller lots. Townhouses, cottages, and houses have garage access from alleys.



edge

The least intense area in a neighborhood. Larger lot homes provide a natural buffer between the neighborhood and the surrounding area.



civic and natural open space

Civic spaces help complete the neighborhood by providing shared gathering areas. Natural open spaces are preserved rural and environmentally sensitive areas.





comfortable, tree-lined, connected streets are essential to produce a desirable, efficient, and sustainable neighborhood

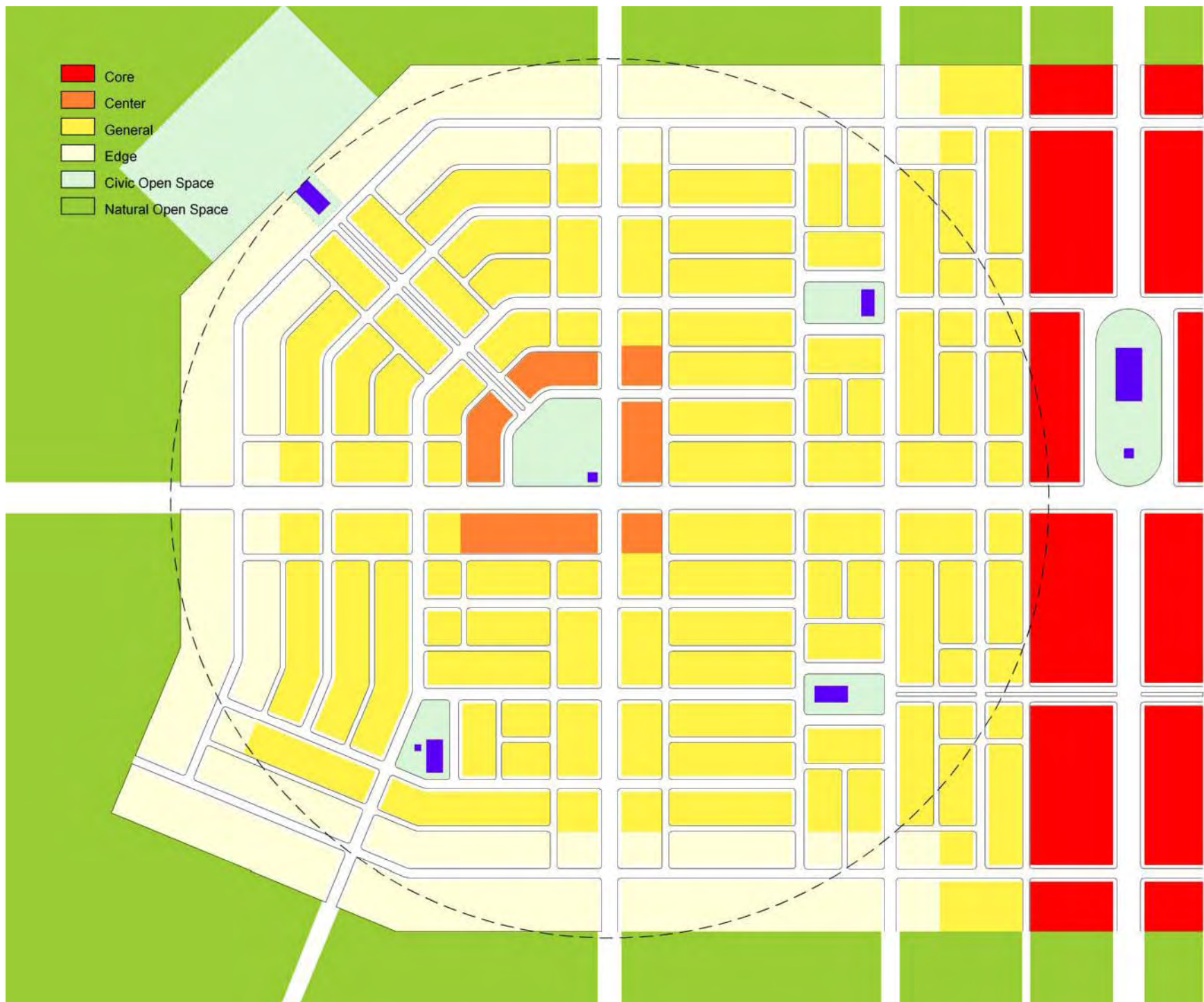


How are neighborhood streets different?

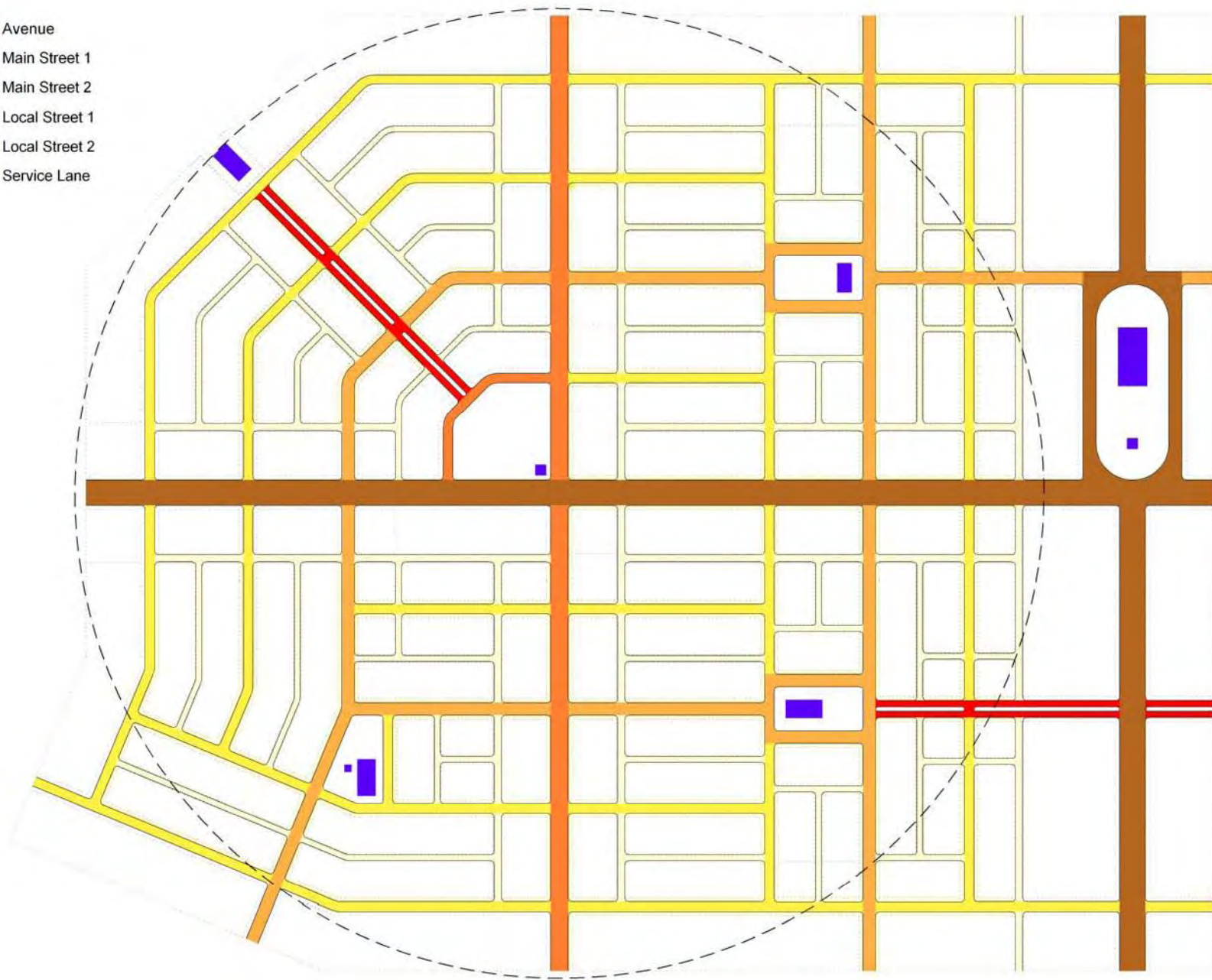
A neighborhood is largely defined by its street layout and design. A connected street network should facilitate the movement of traffic but also create comfortable spaces for pedestrians. Pages 12-14 show several different types of streets to better understand the differences between and purposes of all streets that might be found in a neighborhood. These guidelines should be used to encourage attractive, well-functioning, pedestrian-friendly streets throughout Nashville's neighborhoods.

Despite differing widths, purposes, and traffic volumes, all streets shown in this guidebook are intended to place equal emphasis on safe, comfortable pedestrian movement throughout the neighborhood. Their designs, as apparent in these cross-sections, should incorporate sidewalks, street trees, and a planting strip buffer where appropriate. On-street parking is also desirable to provide convenient access to residences and commercial establishments and to help calm traffic. Bike and transit lanes, where appropriate, are useful to facilitate alternative transportation methods.

Well-designed streets are crucial components of complete and sustainable neighborhoods. Their designs can have great impact on the perception of a neighborhood's quality of life and can create an element of basic civic pride while linking the neighborhood with the larger community. The drawing at left is representative of how a system of connected streets forms access to and within a neighborhood and how different areas within the neighborhood will function.



- Avenue
- Main Street 1
- Main Street 2
- Local Street 1
- Local Street 2
- Service Lane

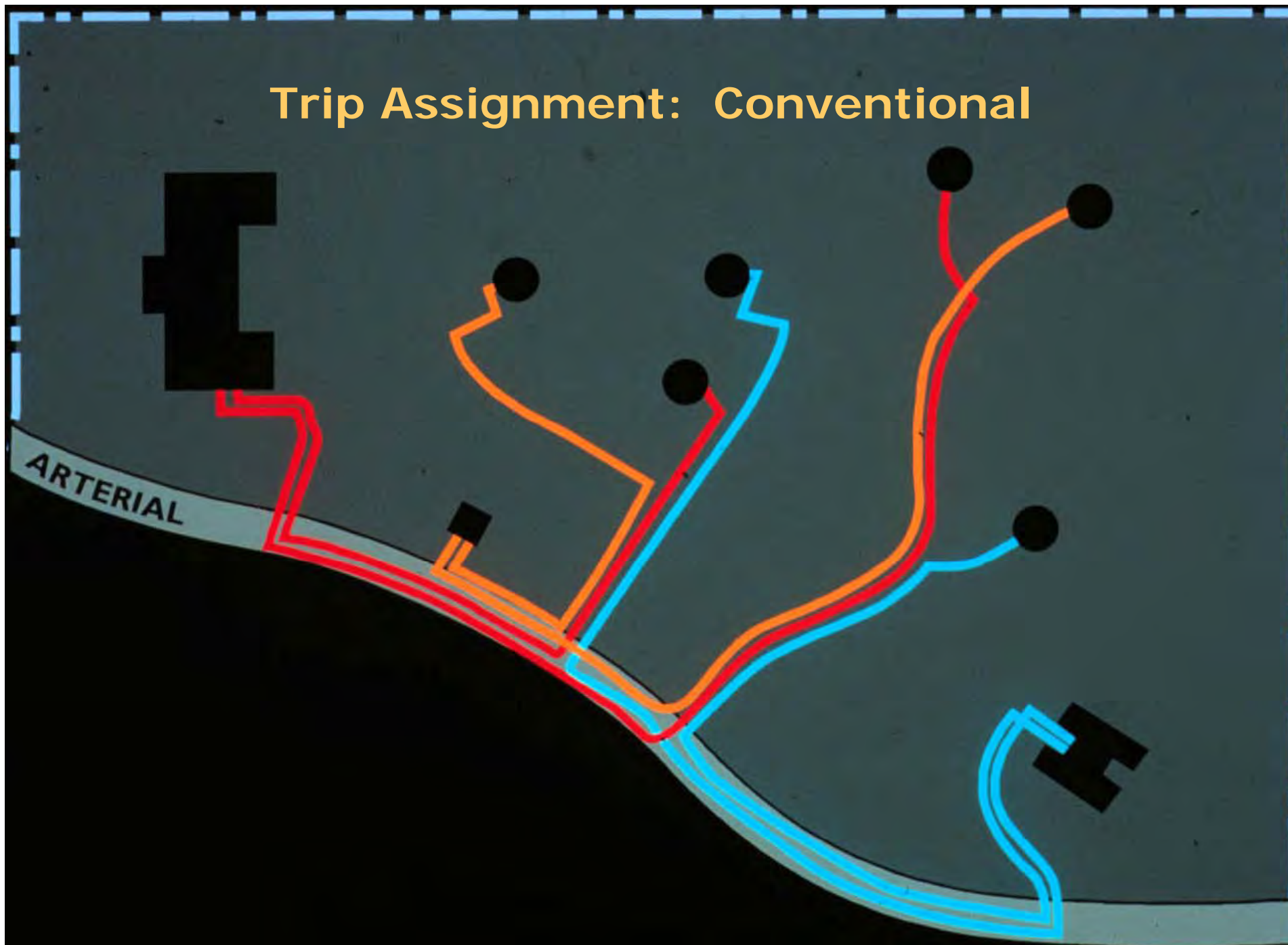


Interconnected local streets



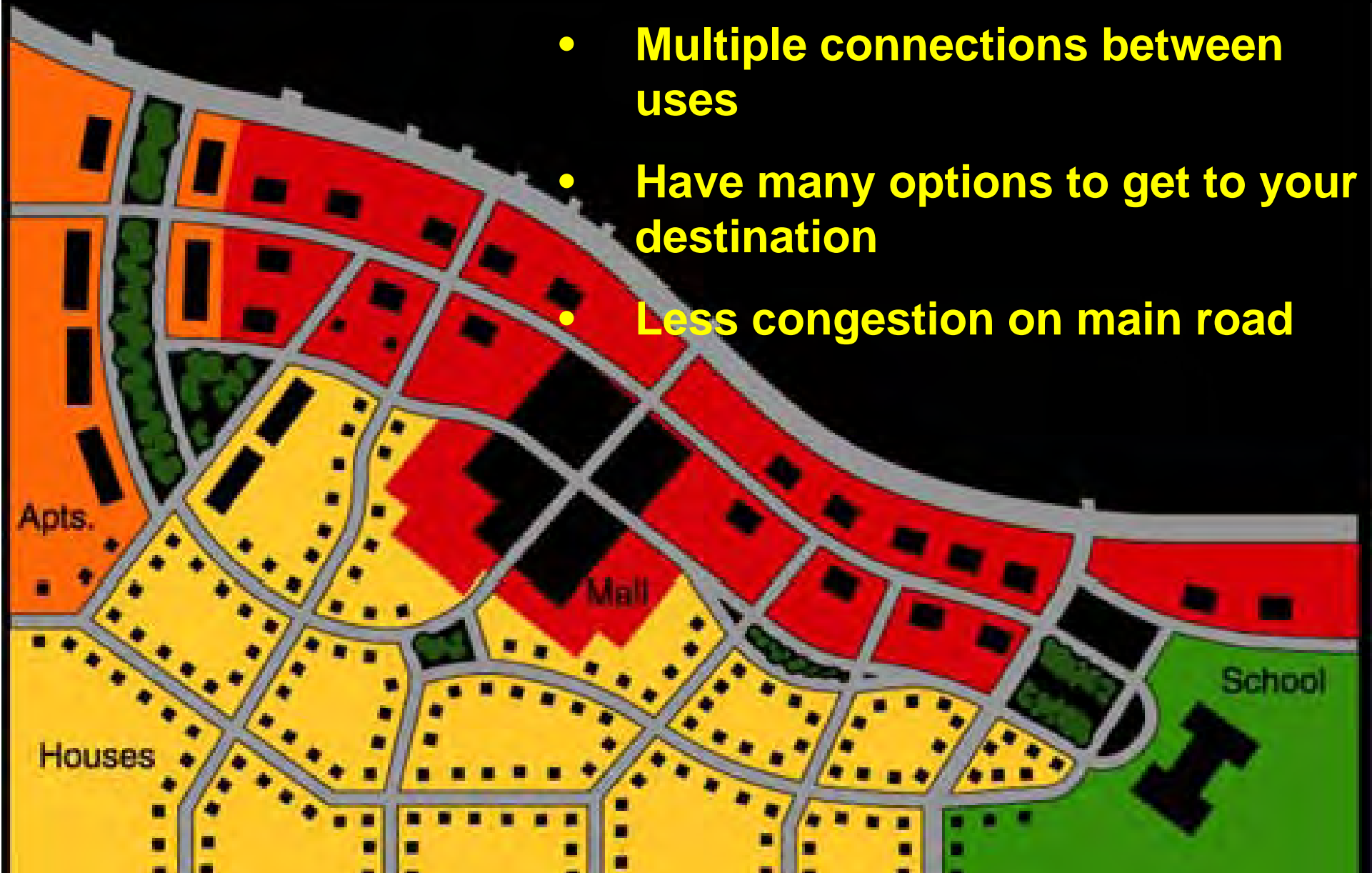


Trip Assignment: Conventional

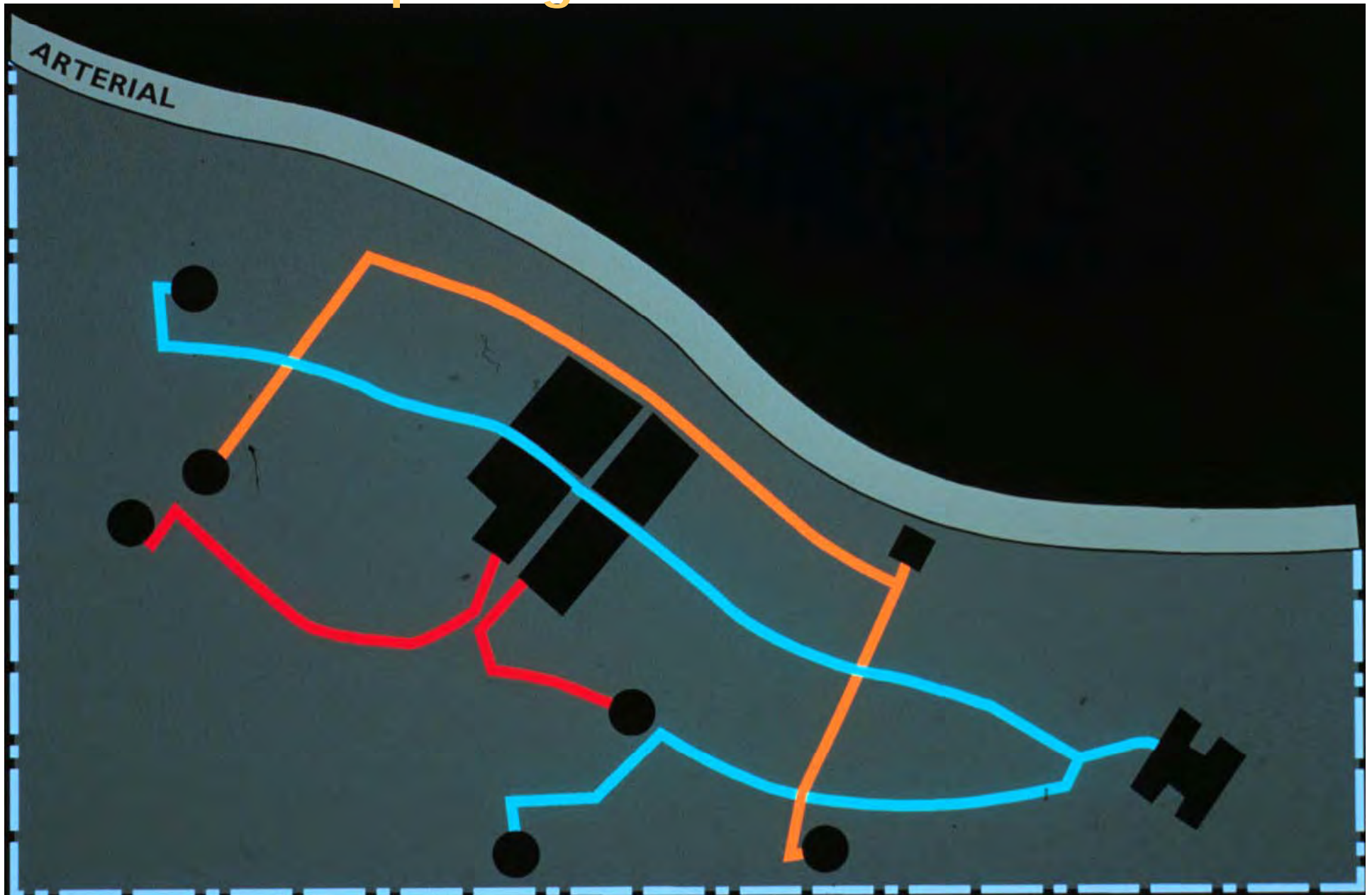


Form Based Smart Development

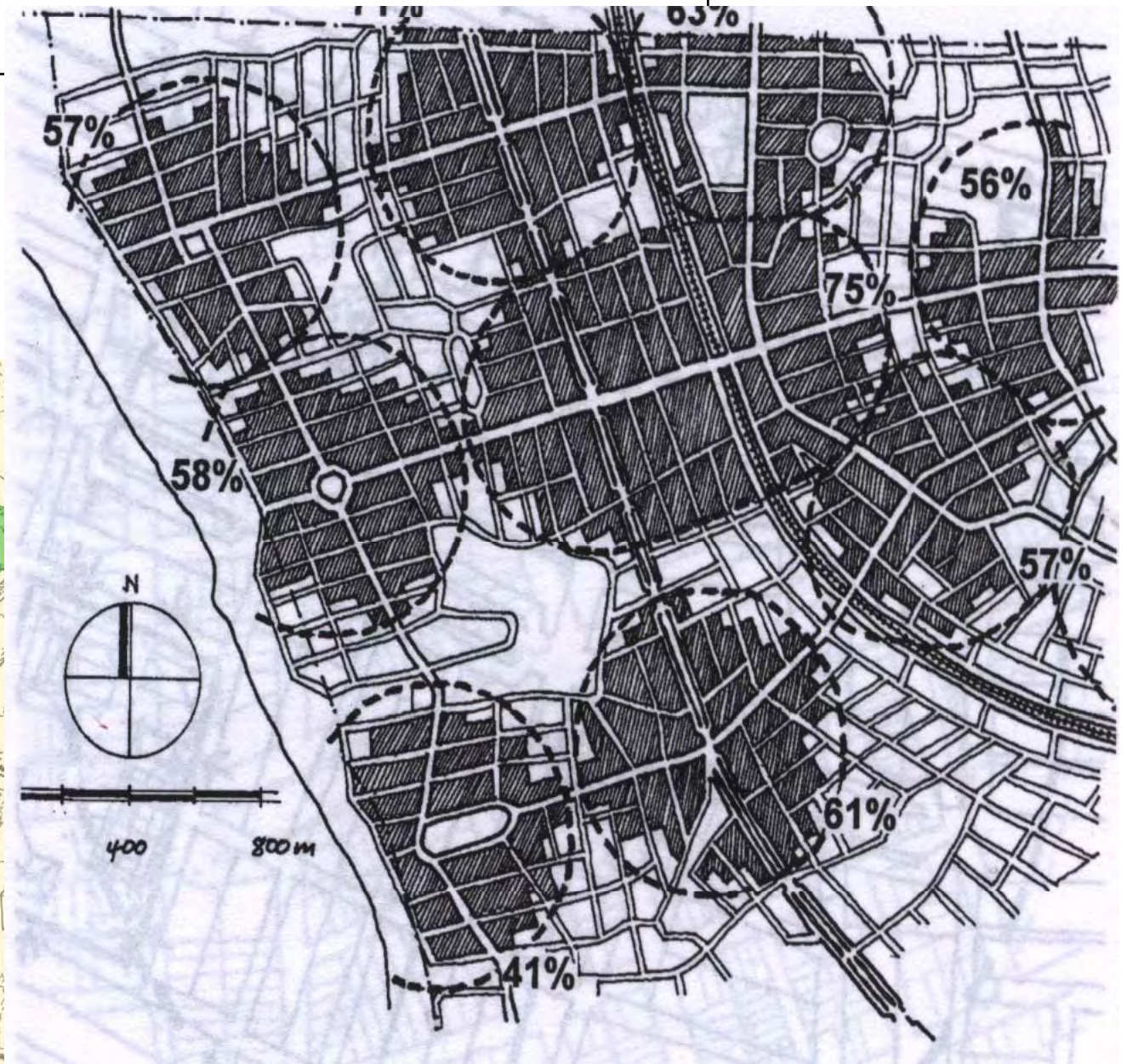
- Uses are not separate
- Multiple connections between uses
- Have many options to get to your destination
- Less congestion on main road

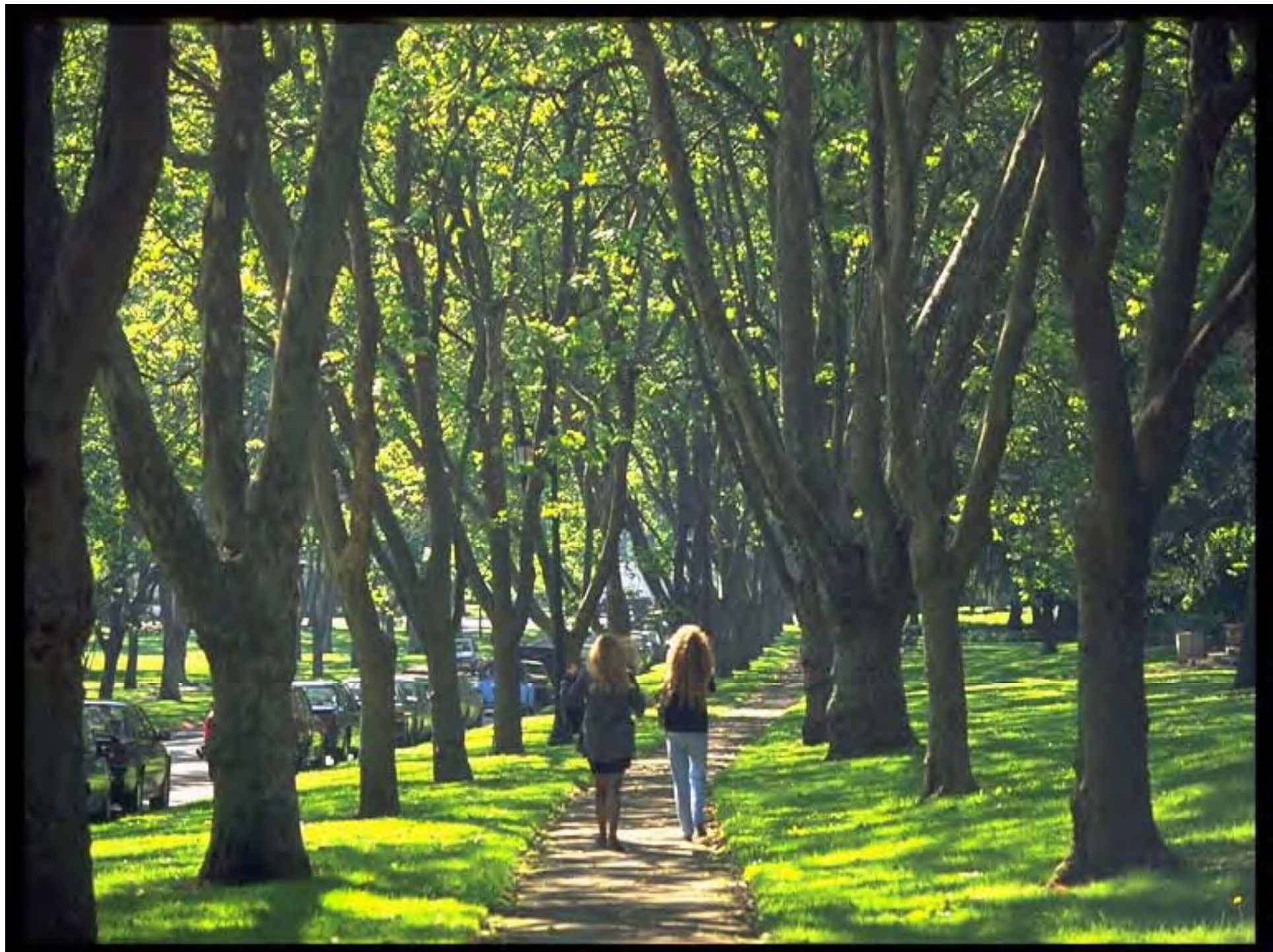


Trip Assignment: Traditional

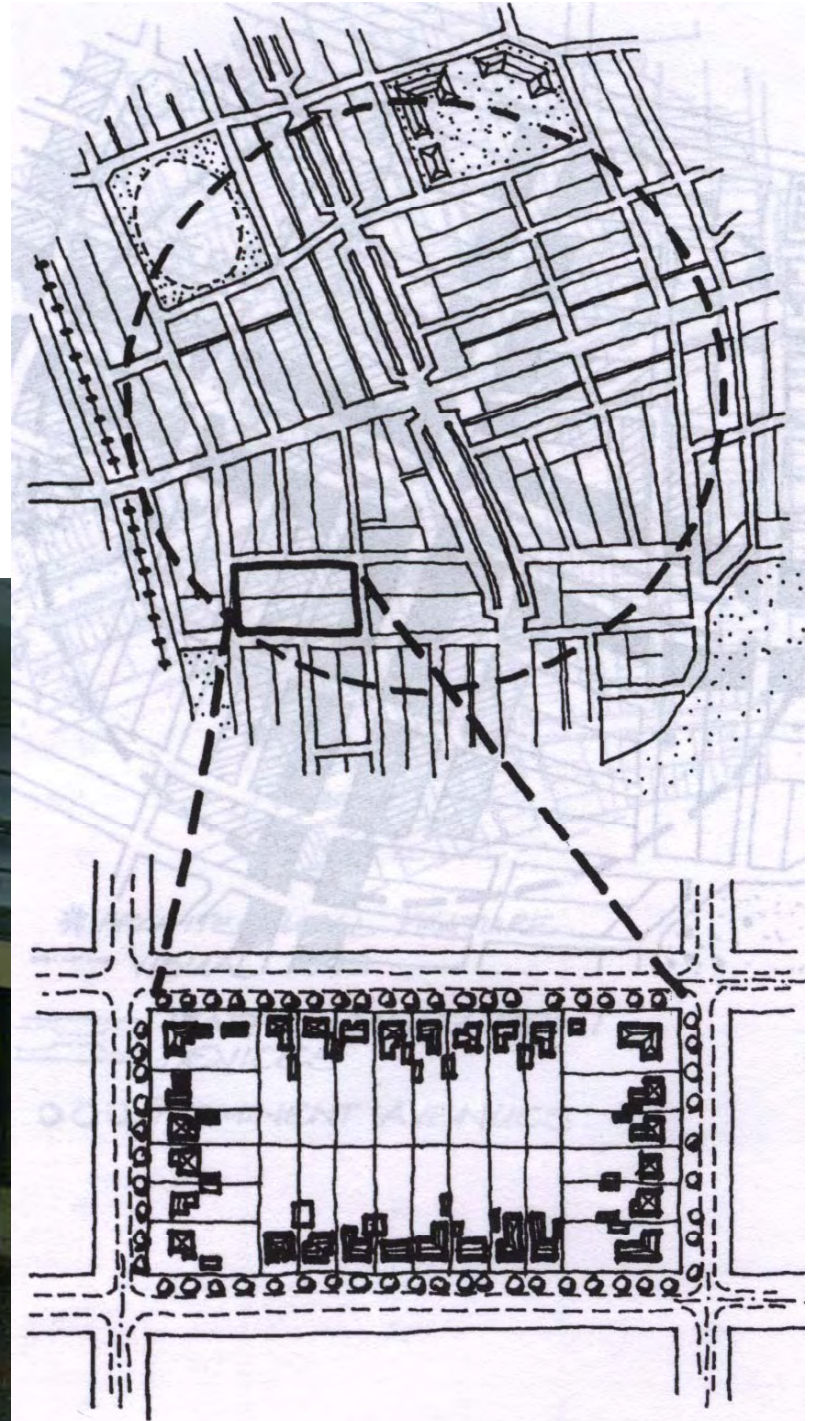


Travel choices

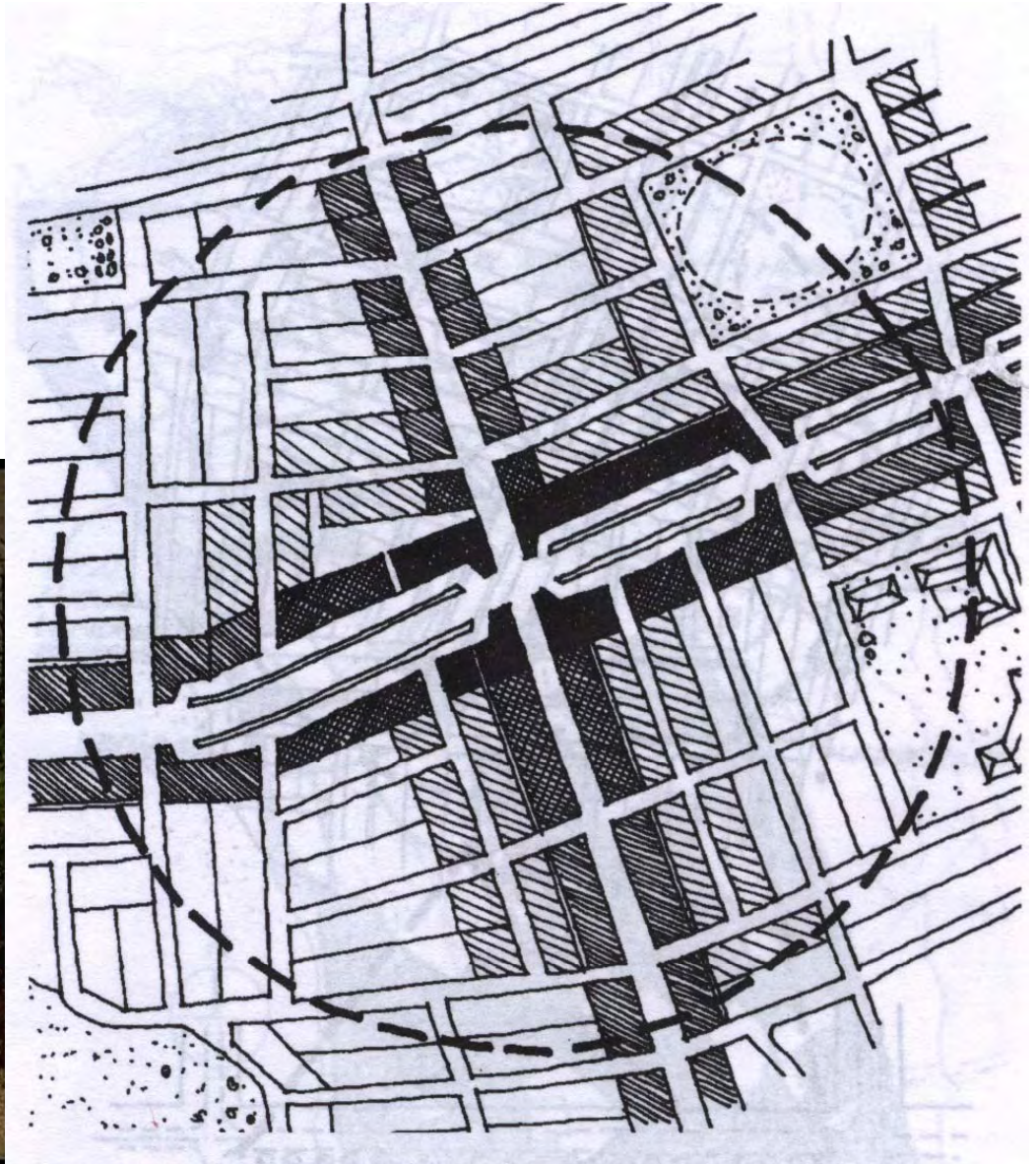




Pedestrian friendly street blocks



Choices - land use mix and diversity







Dover Kohl & Partners

Fawn Creek Apartments, Eureka

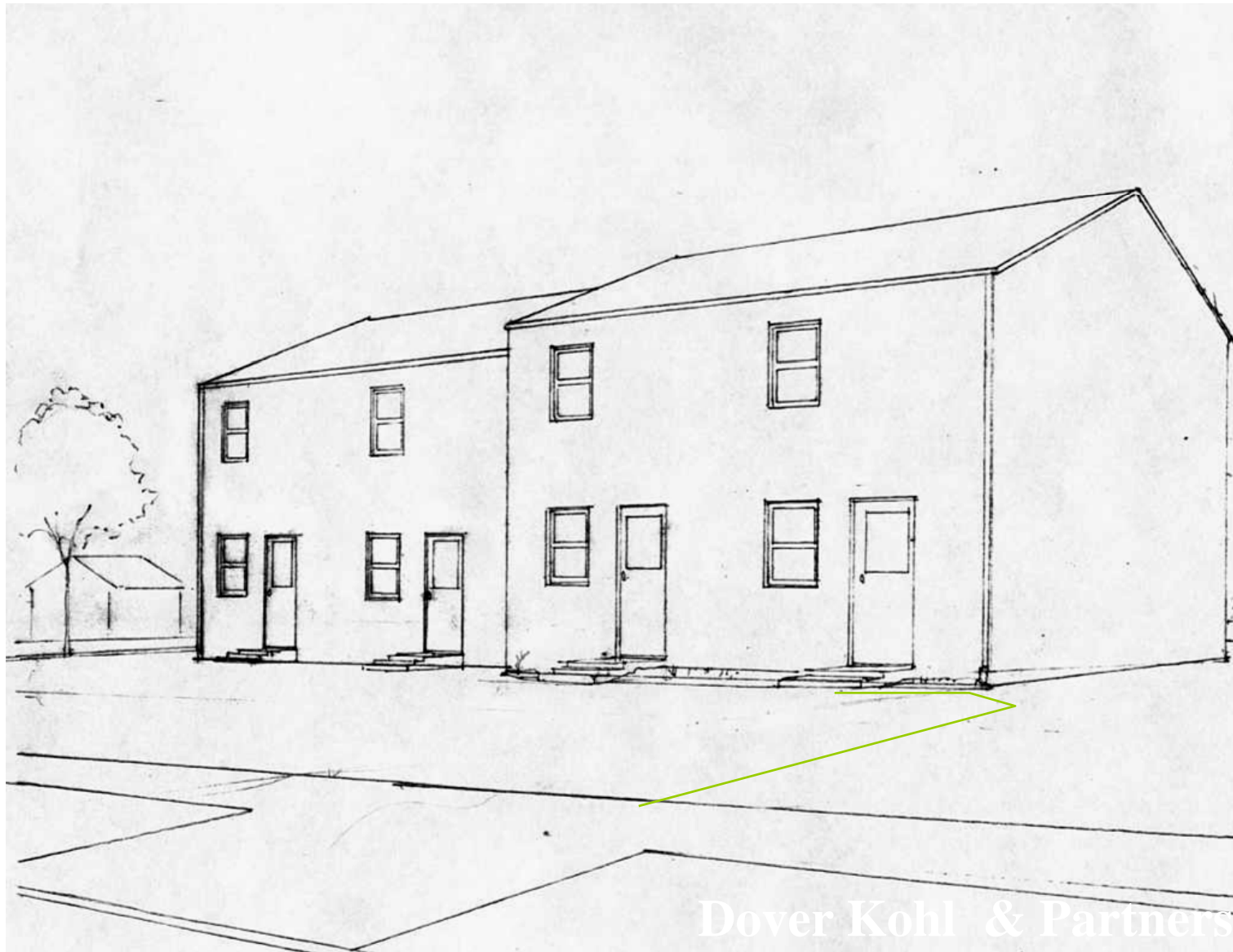


Dilworth, Charlotte NC



Dover Kohl & Partners

Denser Housing Has Earned a Bad Reputation



Density Without Design is the Problem



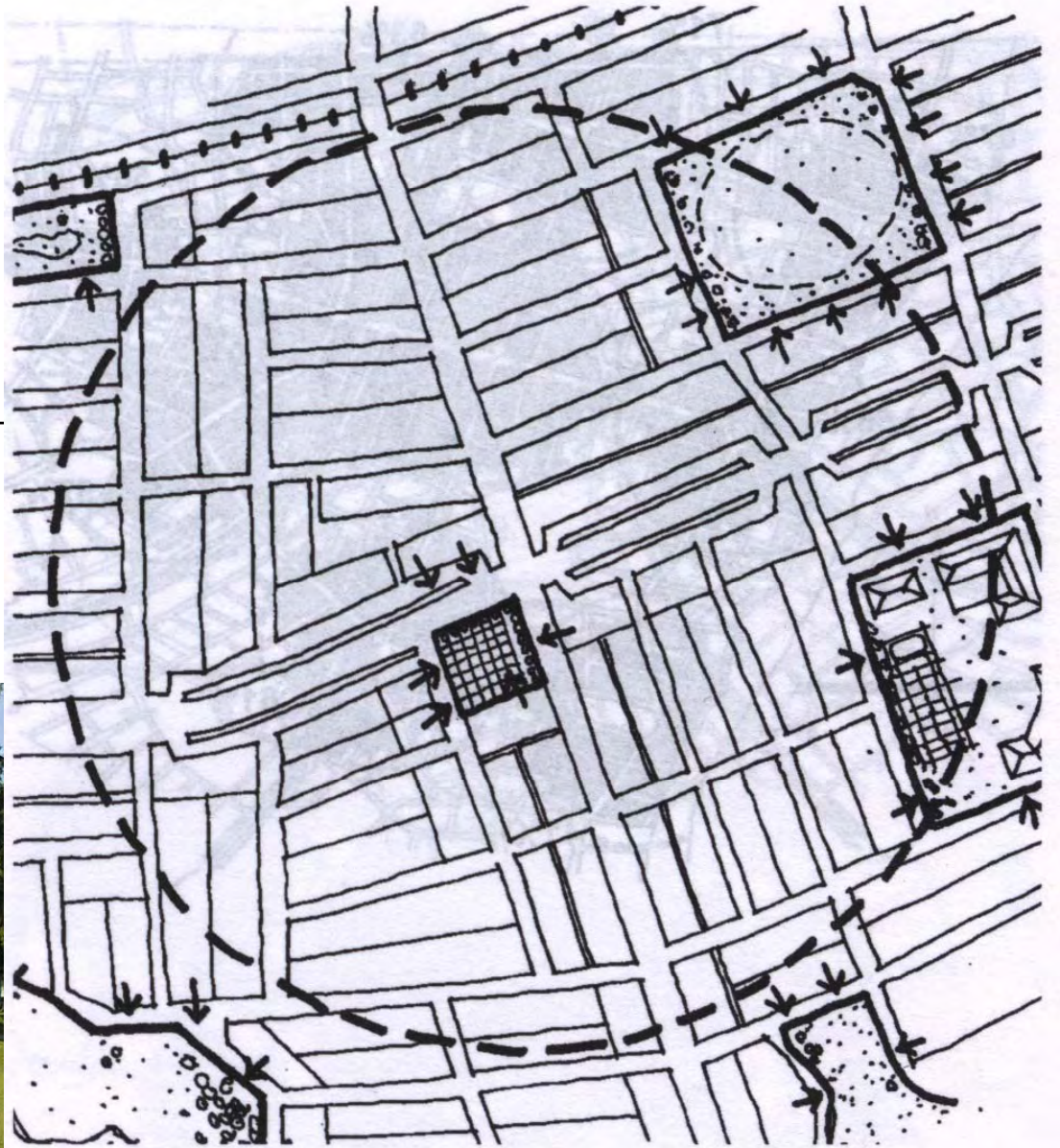
The Grammar of “Fronts & Backs”



Doyer Kohl & Partners

Good Building Types Encourage Reinvestment by Neighbors

Variety of parks and recreation areas





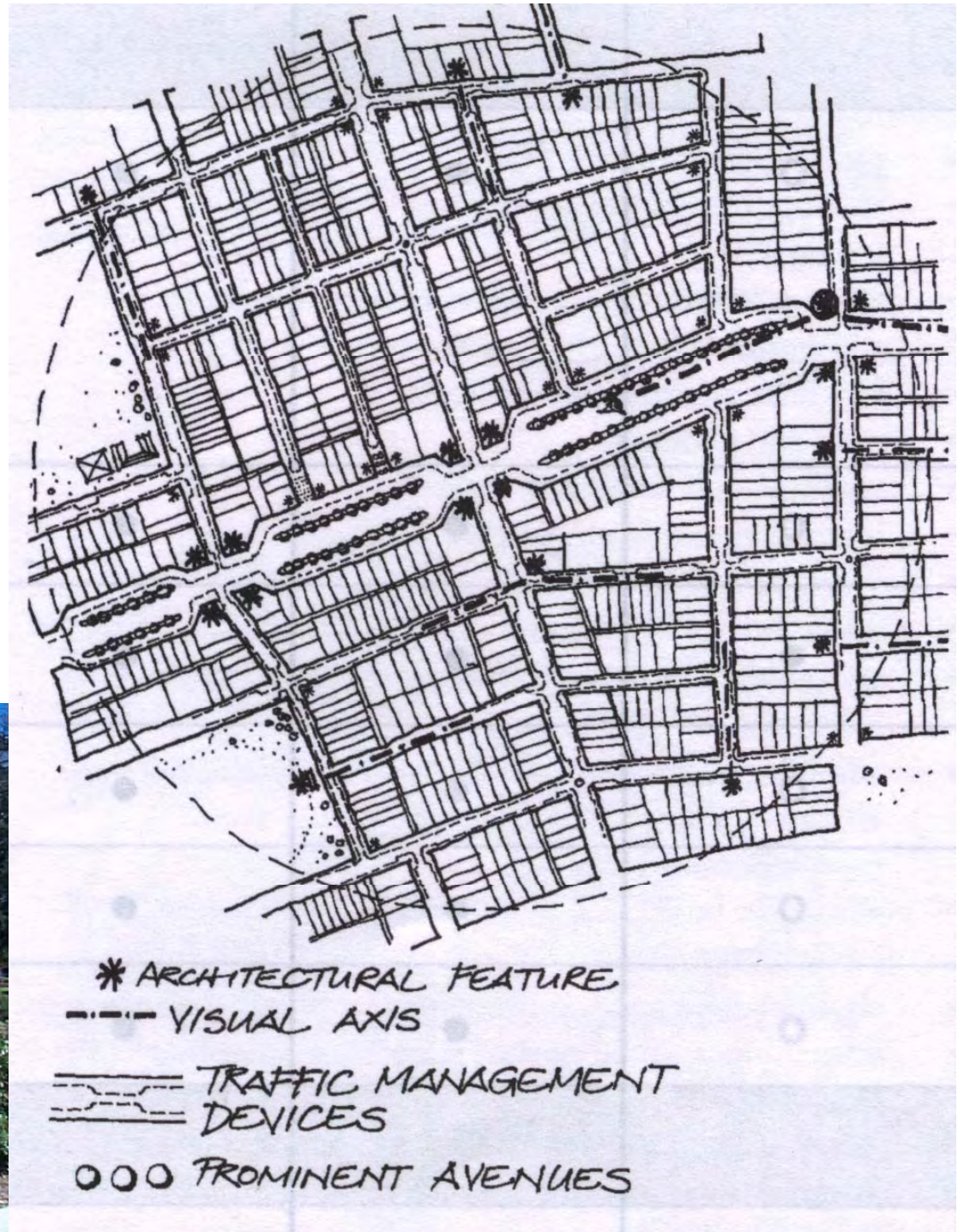


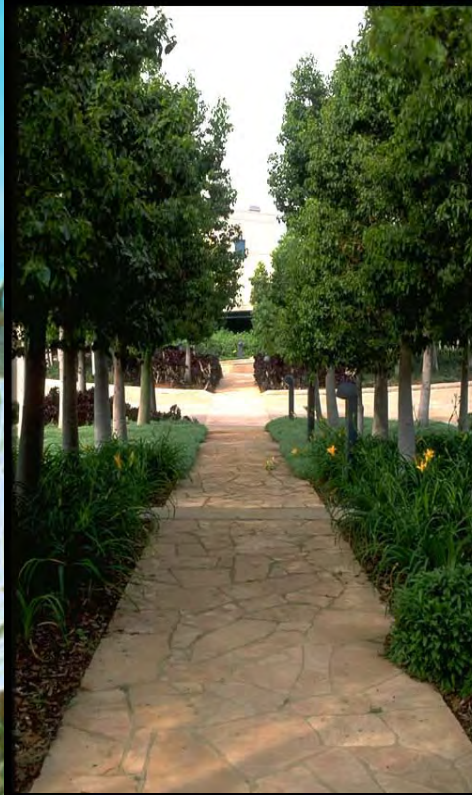
Choice of lot sizes



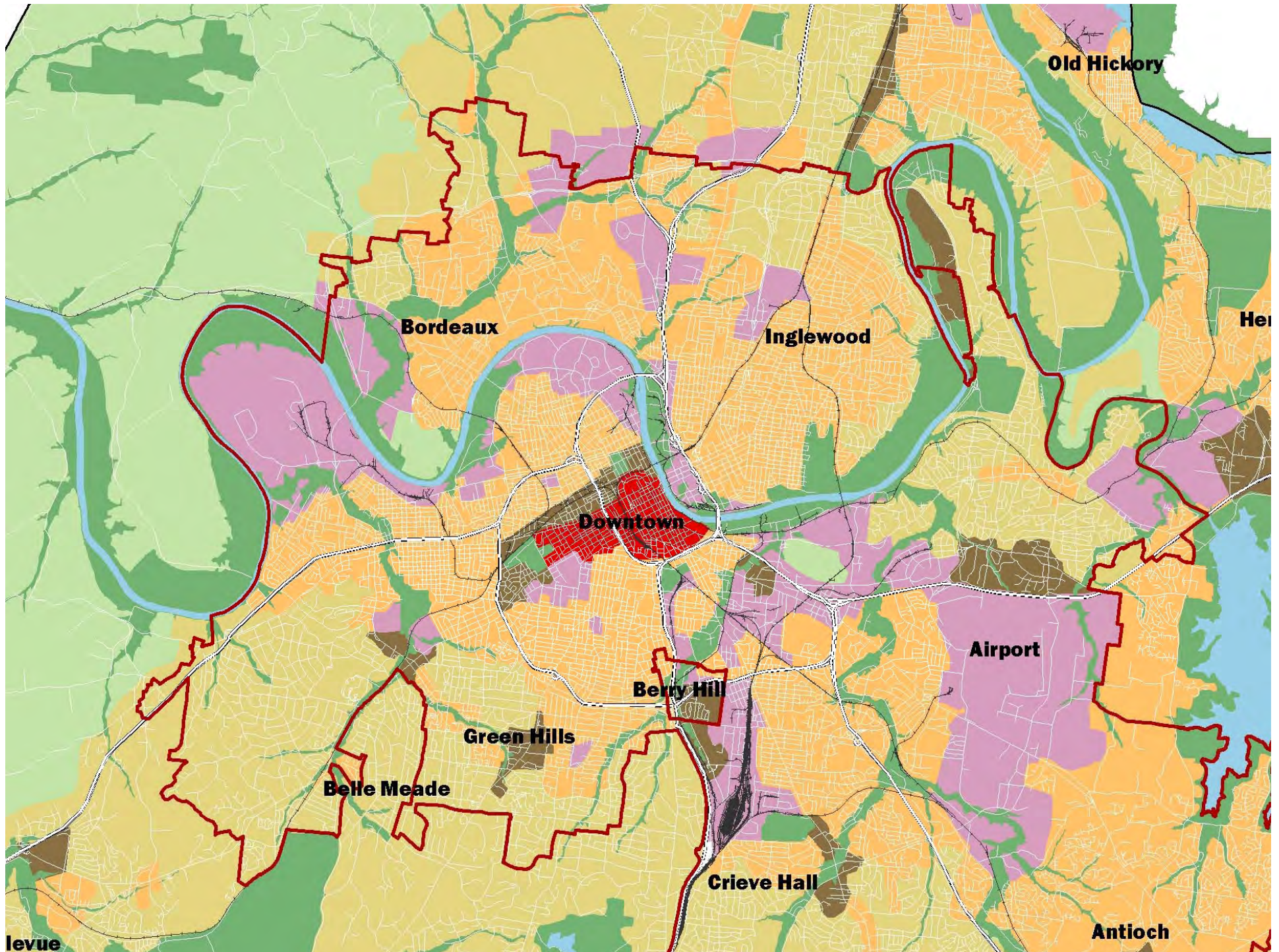


Design for interest









levue

Old Hickory

Bordeaux

Inglewood

Downtown

Airport

Berry Hill

Green Hills

Belle Meade

Crieve Hall

Antioch

The map displays the Harpeth River Greenway and other parks in Goodlettsville, Tennessee. Major roads shown include I-40, I-65, and I-24. A detailed inset map of downtown area parks is provided in the top right corner, showing parks like Ted Rhodes, Buena Vista, and others. A north arrow is located in the bottom right corner.



PARK AND GREENWAY CONCEPT PLAN

-  Metro Parks Parkland
-  Neighborhood Park at Elementary School Location
-  Rails with Trails
-  Greenway
-  State and Federal Lands
-  Potential Greenway Corridor



Metro Planning Department, Mapping Services;
Hawkins Partners, Inc.

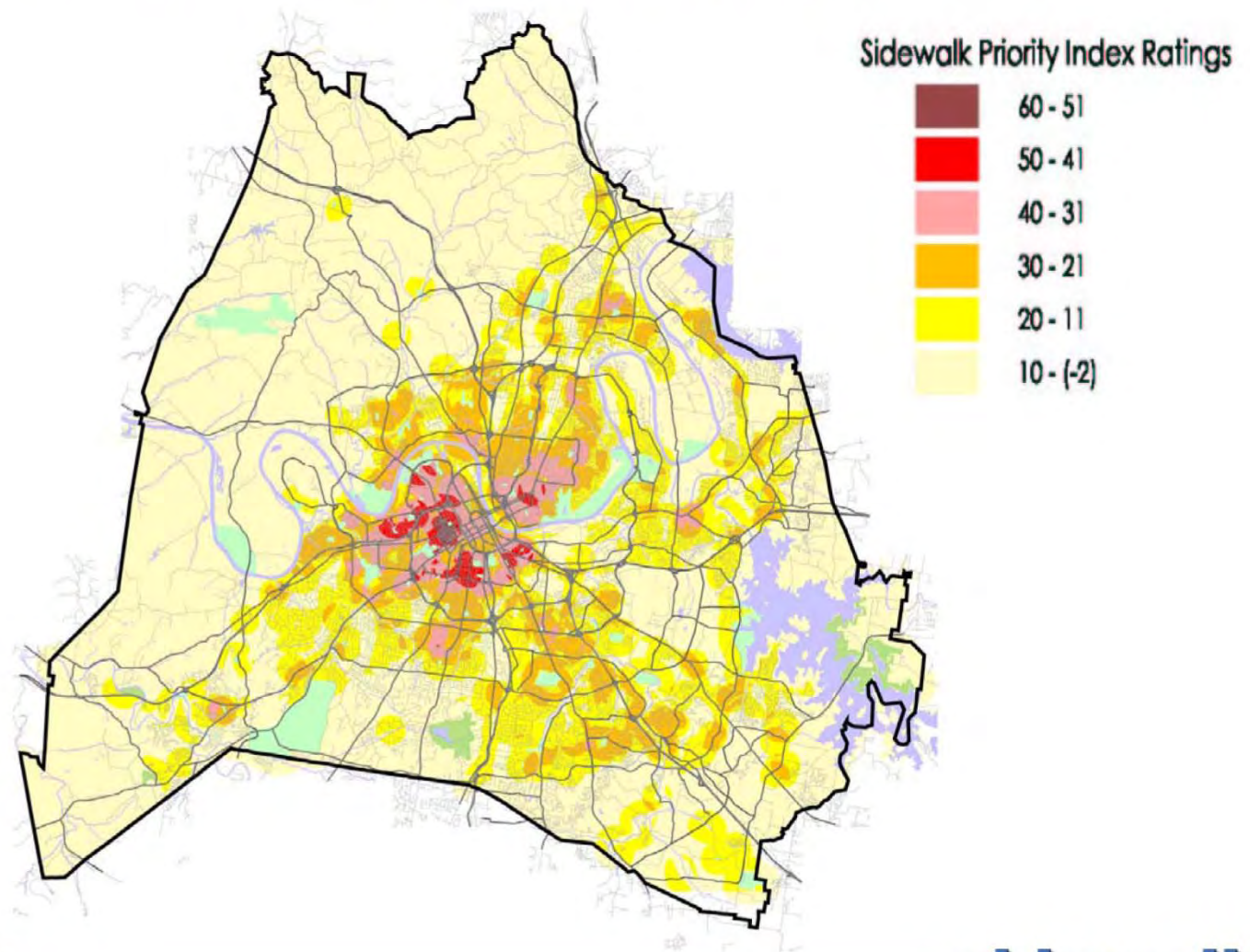
MAP COMPILED BY:
Wallace Roberts & Todd, LLC

CONSULTANT TEAM:
Wallace Roberts & Todd, LLC
Hawkins Partners, Inc. ~ Economics Research Associates
Gobbell Hays Partners, Inc. ~ Seigenthaler Public Relations
WB&A Market Research ~ Vicars Recreation

April 2002

Sidewalk Priority Index

Sidewalk Priority Index Map

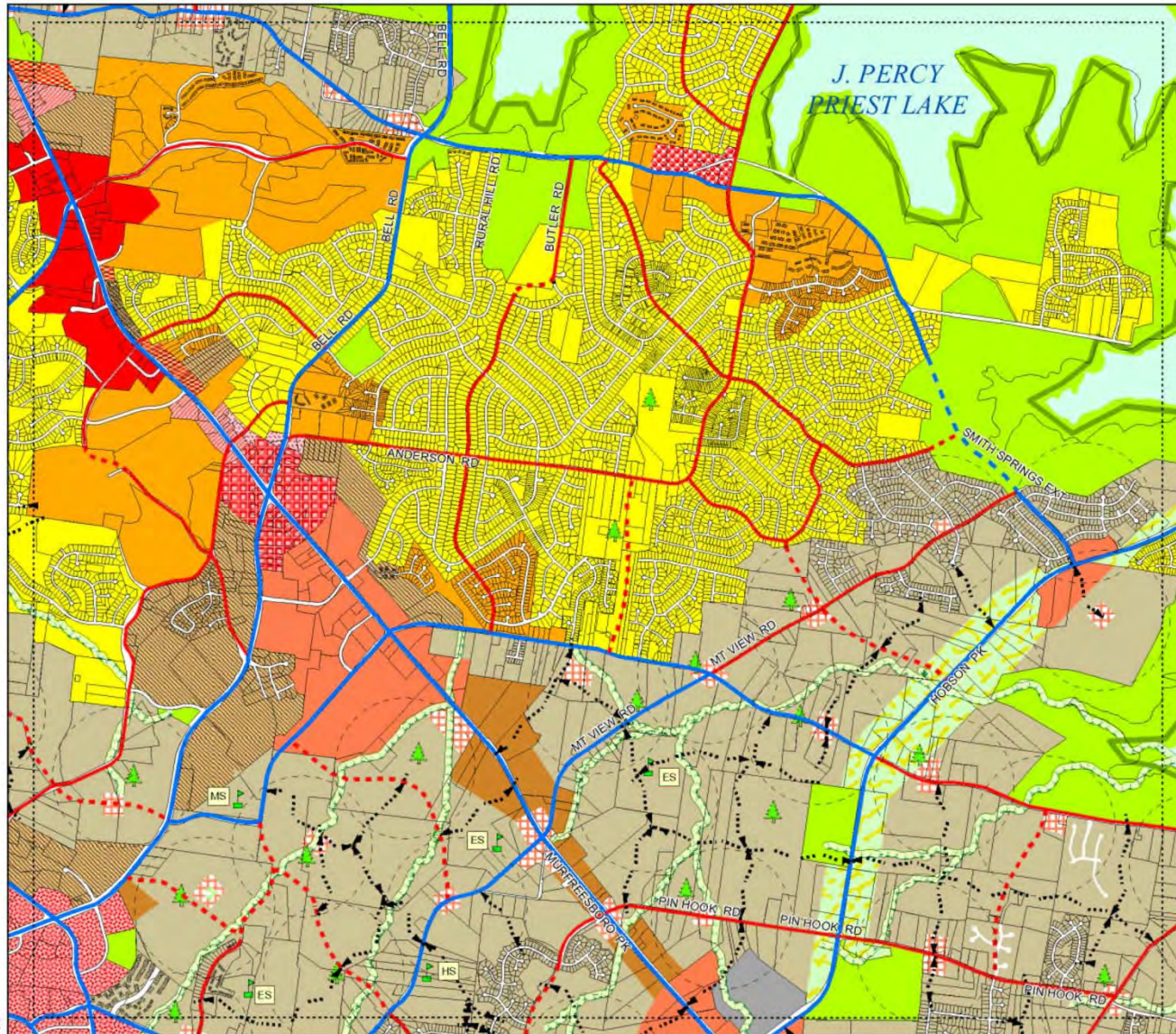


STRATEGIC PLAN

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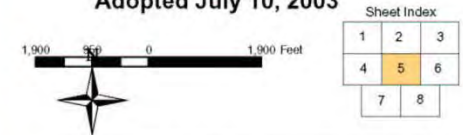


**sidewalks
AND bikeways**



**FIGURE 3 (Sheet 5 of 8)
ANTIOCH-PRIEST LAKE COMMUNITY
STRUCTURE PLAN**

Adopted July 10, 2003



LAND USE POLICY CATEGORIES

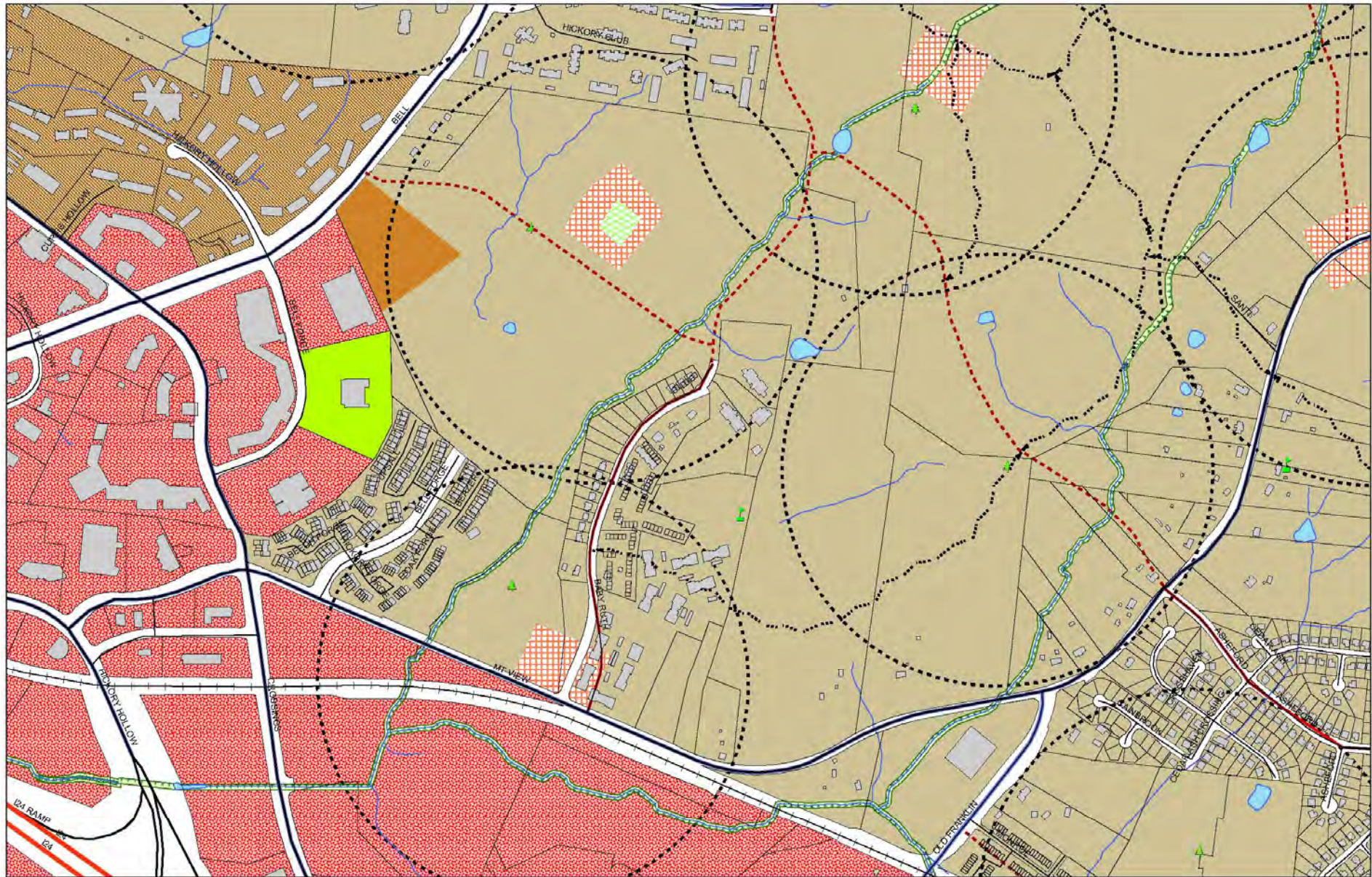
- NCO Natural Conservation
- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS* or POS Potential Open Space
- NG Neighborhood General
- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- IN Industrial District
- PP Potential Park
- PS Potential School

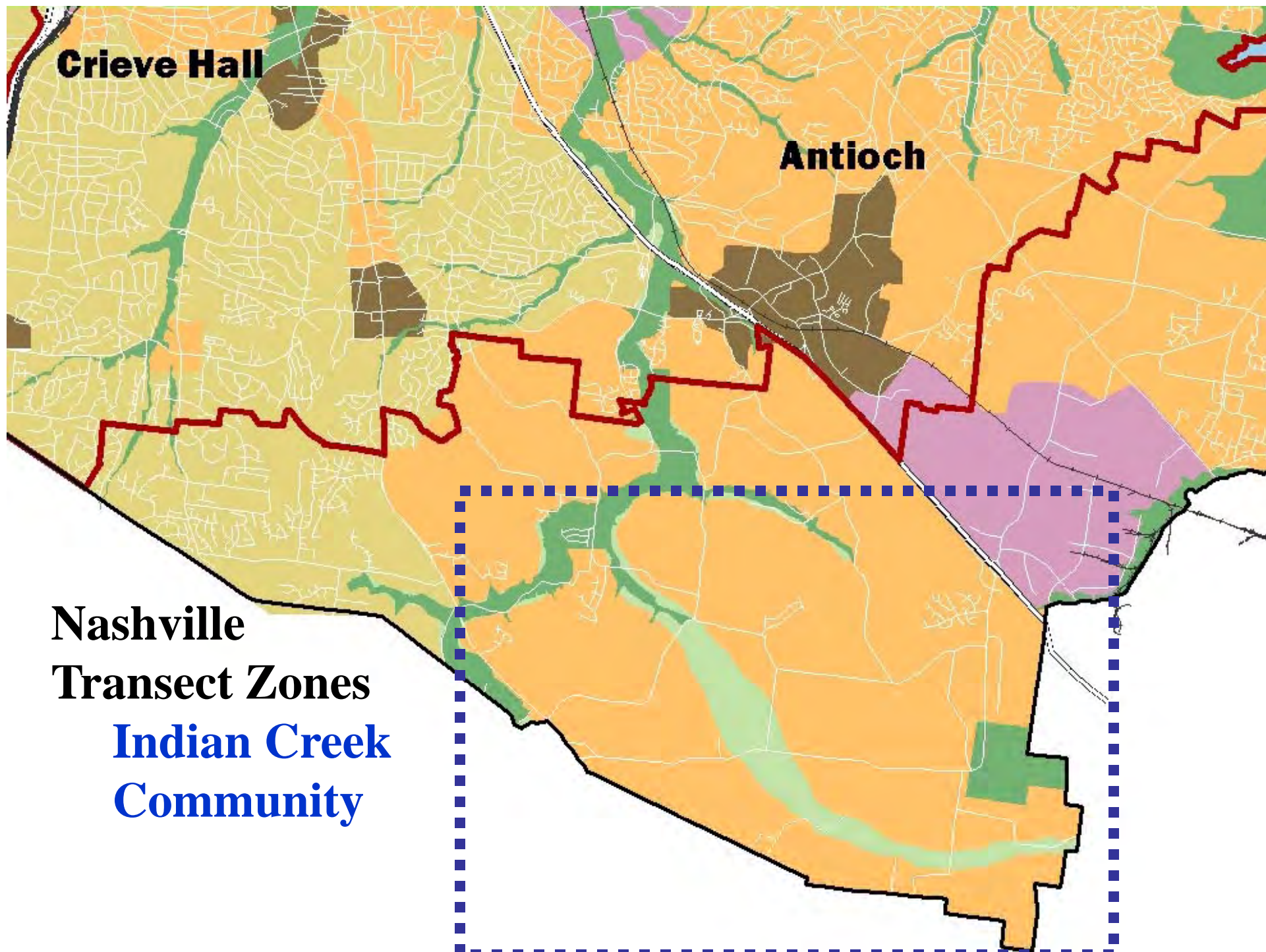
OTHER FEATURES

- Boundary of Community
- Greenways Plan Features**
 - Existing Greenway Trail
 - Planned Greenway Trail
 - Planned Rails with Trails
 - Greenway
 - Greenway Corridor
 - Community Plan Greenway
 - Additional Greenway
- Railroad
- Airport
 - Existing
 - Future
 - Potential Neighborhood [0.25 mile "walkable" radius]

STREET LEGEND

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Local - Proposed Relocation
- Required Street Connection
- Ramp
- Ramp Optional

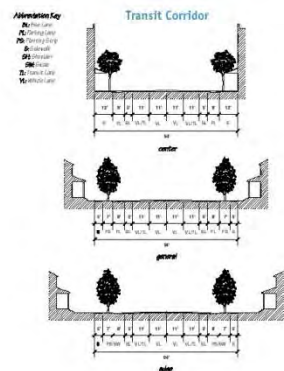
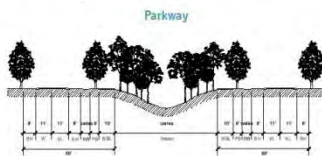




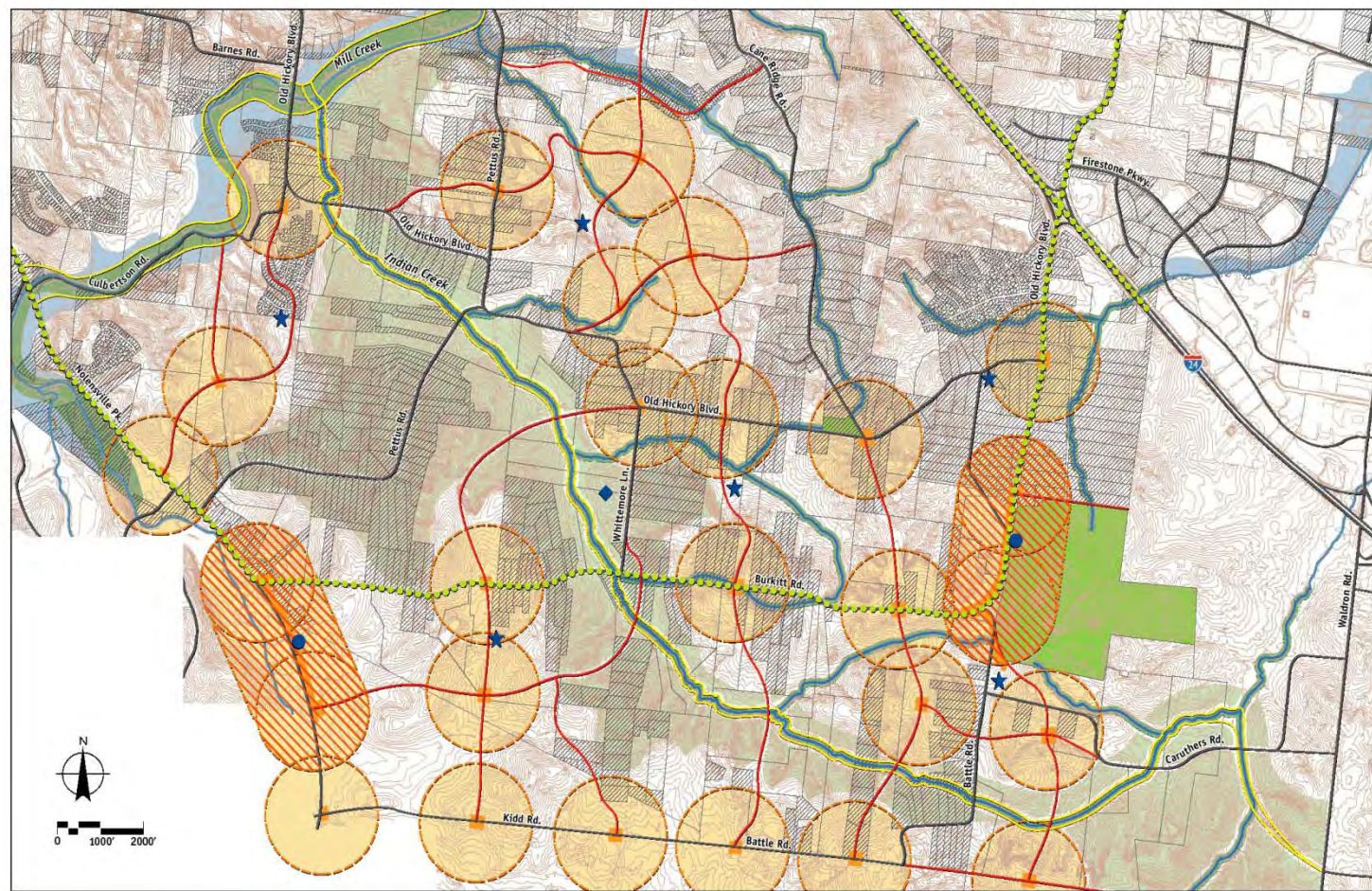
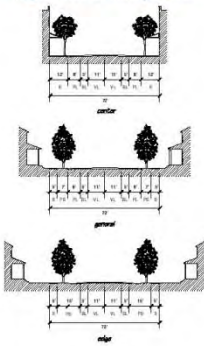
Proposed Neighborhood and Connector Locations



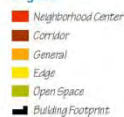
Proposed Street Cross Sections



Neighborhood Connector/Collector

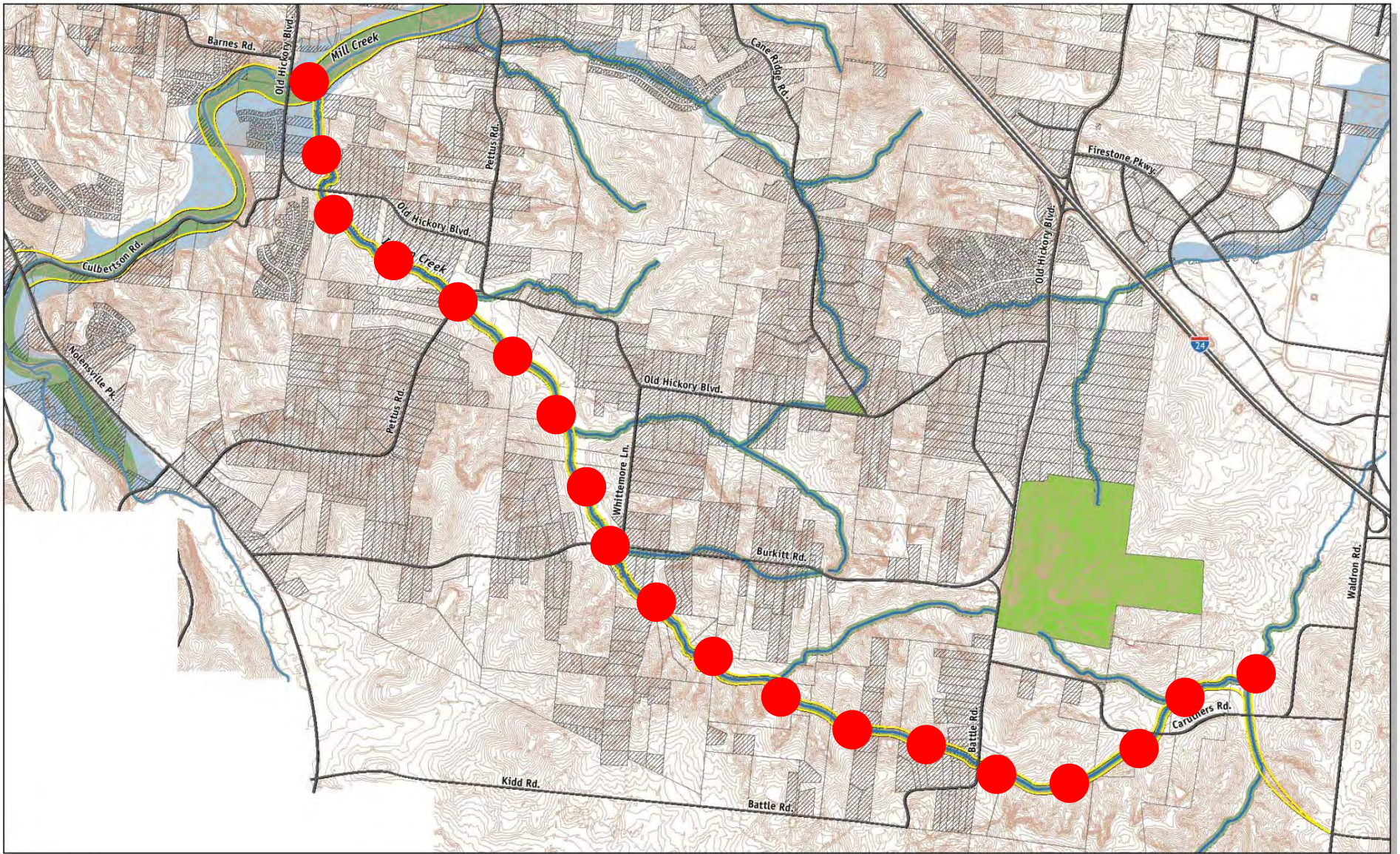


Neighborhood Detail Legend

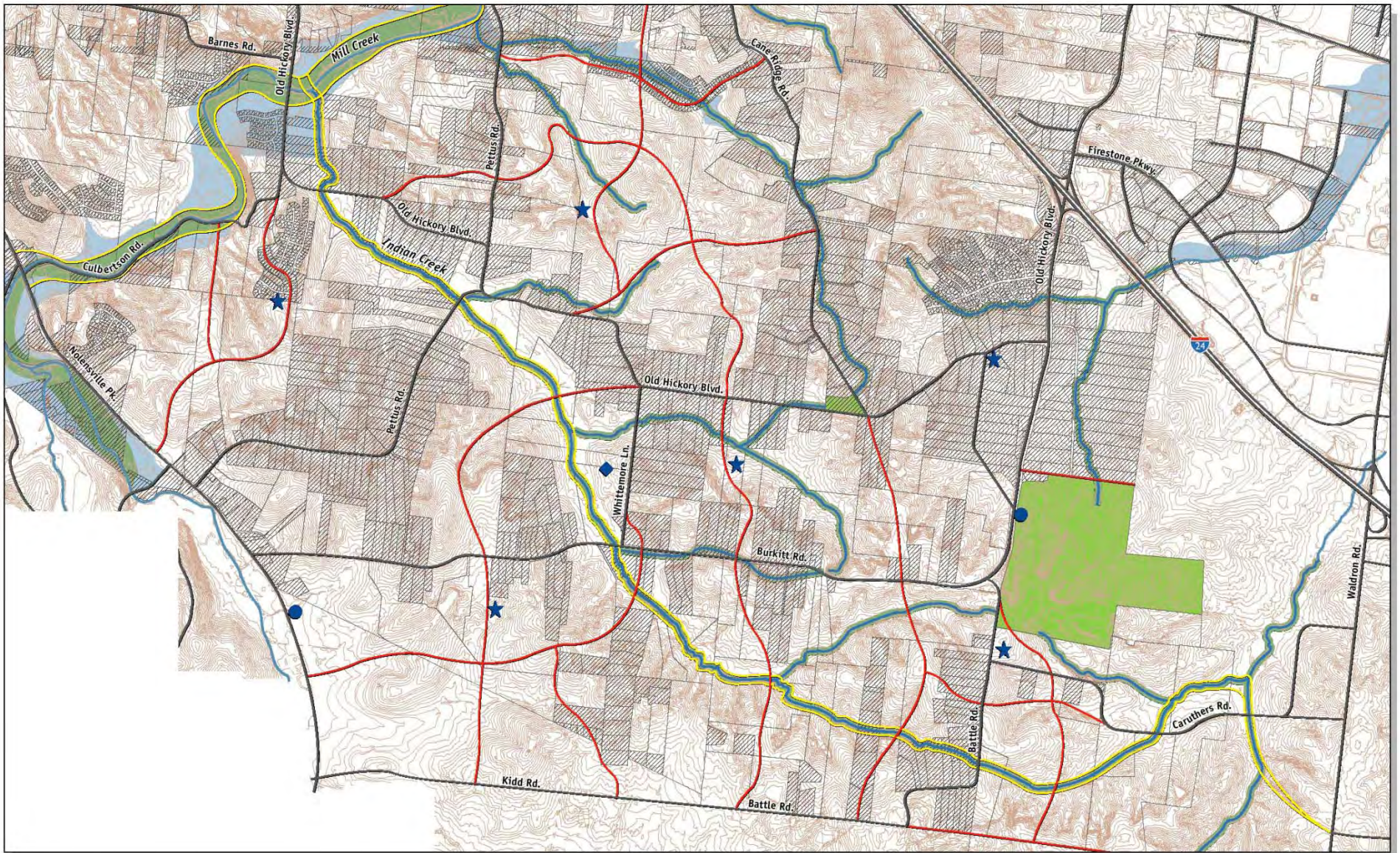


When to Upgrade Existing Rural Roads for Use as Connectors/Collectors

- The existing pattern of roads, natural features and developed lots under two acres precludes the addition of a new road that would provide as good or better connections with less disruption.
- The existing road is suitably located relative to other connector roads (existing and new) to achieve the desired spatial pattern of approximately 2/3 mile between roads.
- The vertical and horizontal curves of the road meet connector road standards or can be corrected to meet the standards and an urban road drainage system can be added without massive re-grading in order to preserve appropriate access to abutting property.
- The widening of the road will not destroy significant amounts of major vegetation that contributes to the desired character of the area.
- Existing frontage development along the road can be reasonably incorporated into the desired development pattern as is or through appropriate re-subdivision and infill development.



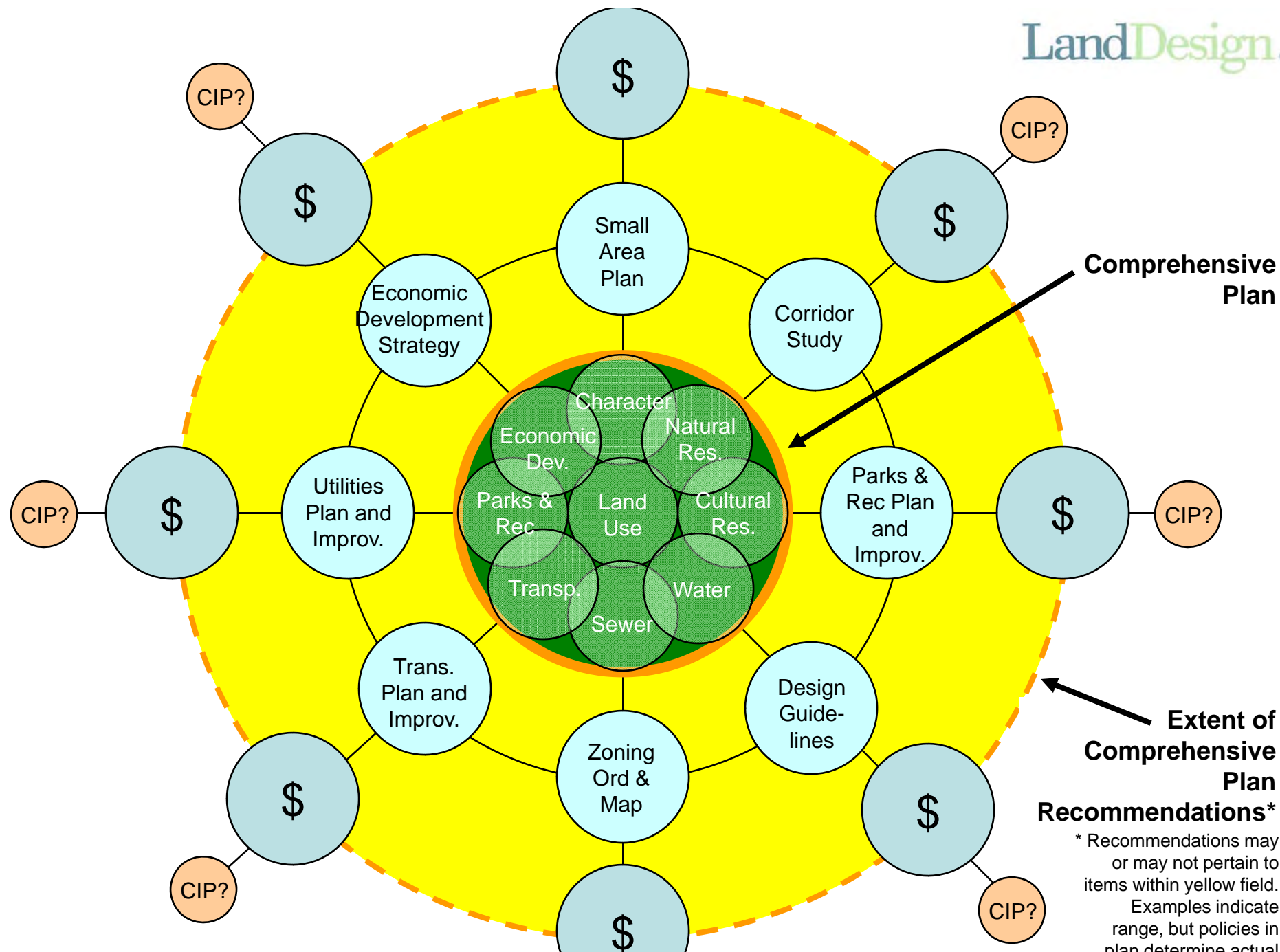
Indian Creek Community Plan



Indian Creek Community Plan



Drive Interchange Areas:		
Oversee/ensure implementation	Specific Action	Responsible Party(ies)
Make improvements, in general	Establish an "interchange development organization" with interchange area representation	City of High Point, Steering Committee
	Communication with City on ongoing basis, monitoring of development activities	Neighborhood groups
	Special Tax District (with legislation)	Community business
<u>Land Use:</u>		
Provide planned industrial development along/near Kivett	Prepare a market analysis and its supporting conceptual master plan to determine appropriate mix of uses and the specific changes to be made to the Land Use Plan and the Zoning Ordinance (districts, design standards, and Map).	City of High Point
	Assemble properties, and prepare and implement plans that include commercial development serving employees as well as	Dev int



\$ = What are the costs? How will it be funded? This can only be answered in part by the Comprehensive Plan.

Planning Support

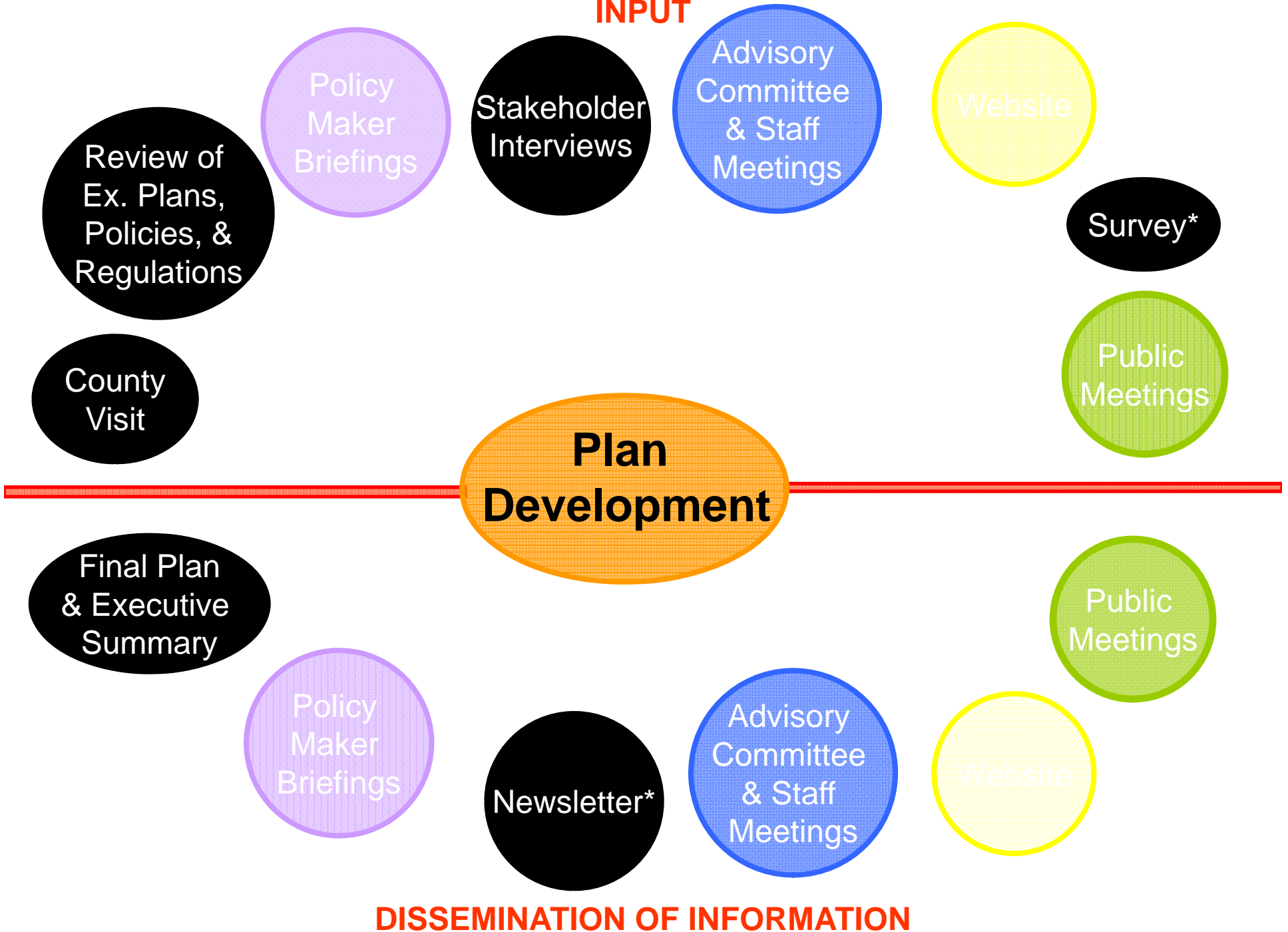




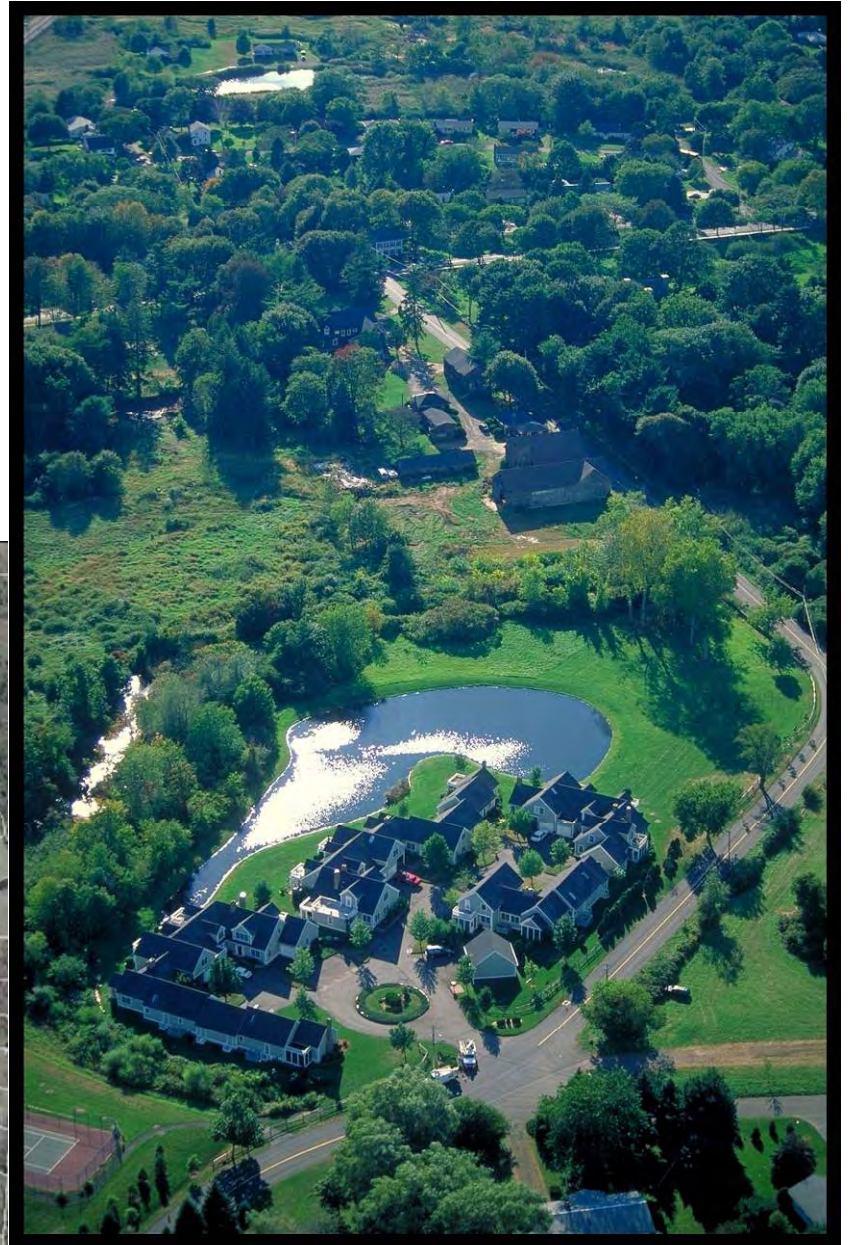
Q U A L I T Y G R O W T H T O O L B O X



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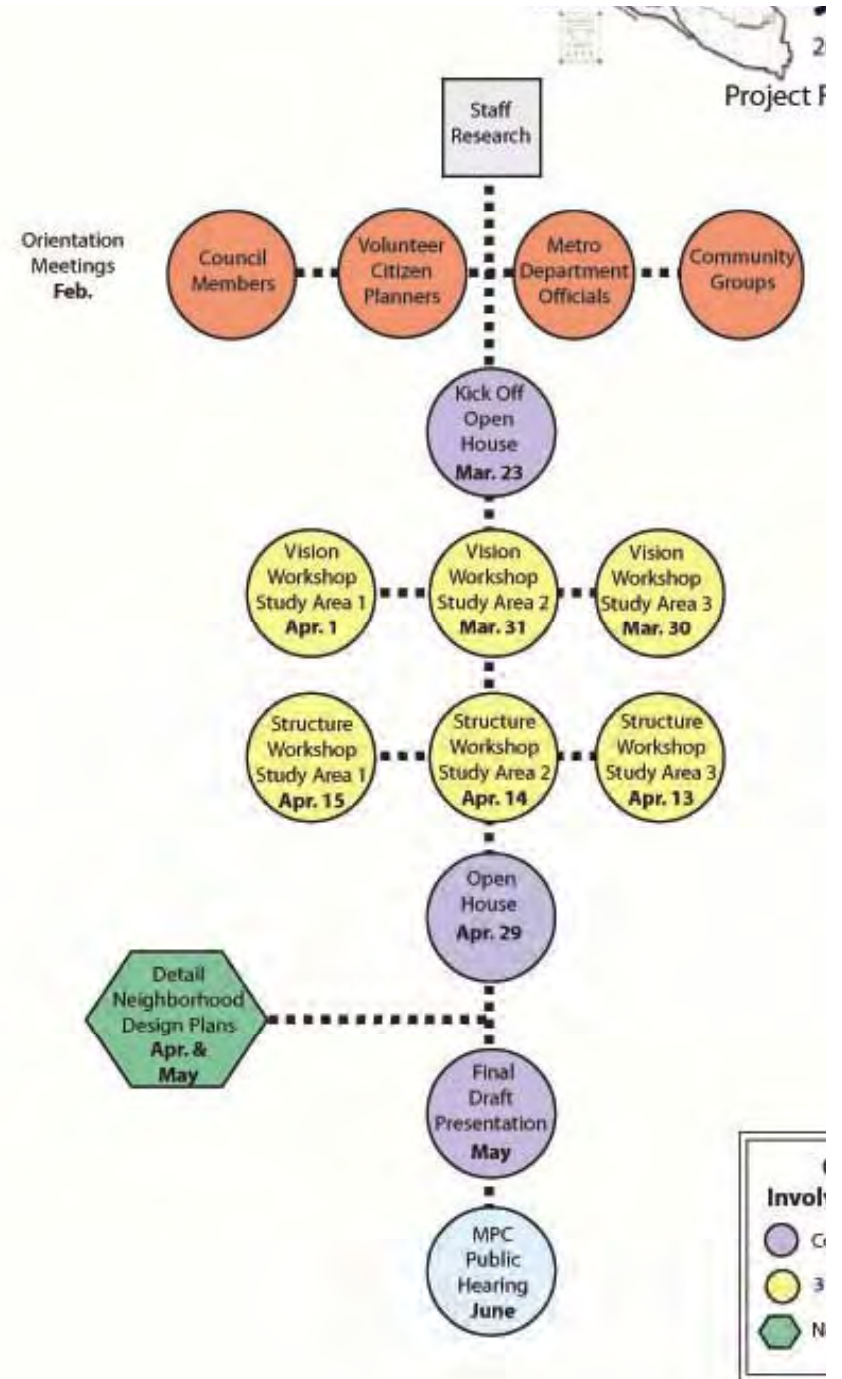






Community Plan Process

- Kick Off
- Vision Workshops
- Structure Plan Workshops
- Neighborhood Design Plan Workshops
- Open House & Celebration







Kick-Off Open House

- Relationship to general plan
- Evaluation of 1996 Update plan
- Presentation of existing conditions
- Outline meeting schedule and involvement opportunities



Vision Workshops

- Appearance preference survey
- Growth scenarios
- Visioning session:

What do you like?

What do you not like?

What do you want to see in the future?



Structure Plan Workshops

- Understanding the Structure Plan
- Prepare Structure and Transportation Plans and discuss issues



Neighborhood Design Plan Workshops

- Consider design options for smaller areas
- Seek solutions to complex, small scale problems



Open House & Final Draft Presentation

- View the final draft plan
- Celebrate the community's hard work!



